MASON'S
OK SAUCE
THE COLD MEAT SPECIALITY
144

Hongkong Daily Press.

ESTABLISHED, 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

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is your eyesight.
See that it is kept on the CREDIT SIDE IN YOUR LEDGER OF HEALTH.
Accurate glasses will keep your eyes fit for the daily strain of Business.
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Optician.
12, Queen's Road C.

No. 19,685. 第一萬九千六百八十五號 光緒辛卯年六月初四日 HONGKONG, FRIDAY, JULY 8TH, 1921. 香港 星期五 七月 初八日 PRICE $3 PER MONTH.

INTIMATIONS

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FINEST
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LONDON BOTTLED.

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CARTRIDGES!

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A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKELESS DIAMOND.

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Glass Etching, Sign-Board and Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.
Developing Printing and Enlarging Undertaken.
Telephone 1219.

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G. MOUSSION,

15, Morrison Hill Road.

[40

PEAK TRAMWAY CO.,
LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „

NIGHT CARS
As on Week Days.

SPEJIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Note

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1a Local a.m.	No. 1 Local a.m.	No. 5 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Slow a.m.	No. 11 Local a.m.	No. 13 Through Expr p.m.	No. 15 Mixed 3rd Class Passenger & Goods a.m.	No. 17 Local p.m.	No. 21 Local p.m.	No. 23 Local p.m.
CANTON (Tai Sha Tau) dep.			8.00		8.45		7.30				
SHEK LUNG „ „ arr.			9.11		11.30		4.15				
dep.			9.19		11.45		4.50				
Shum Chun „ „ ar.	Sundays only		11.07		3.30		6.40				
dep.		7.34	11.13	5.07	4.30	11.40	6.45	1.55	2.50	4.04	6.11
Sheungshui dep.		7.50	—	5.15	4.57	11.45	—	2.01	3.06	5.10	6.17
Fanling dep.		7.54	—	5.19	4.42	11.52	—	2.05	3.10	5.14	6.21
Taipo Market dep.		7.41	—	5.23	4.54	12.03	—	2.17	3.21	5.24	6.33
Taipo dep.		7.45	—	5.26	5.00	12.08	—	2.21	3.27	5.28	6.38
Shatin dep.		8.01	—	5.34	5.20	12.22	—	2.34	3.40	5.41	6.52
Yaumati dep.	7.27.	8.14	—	5.47	5.34	12.35	—	2.47	3.53	5.53	7.05
Hungham dep.	7.31	8.23	—	9.07	5.38	12.41	—	2.51	3.57	5.59	7.09
KOWLOON arr.	7.34	8.25	11.55	9.10	5.41	12.44	7.25	2.53	4.00	6.02	7.12

UP TRAINS

Station	No. 4 Local a.m.	No. 4a Local a.m.	No. 6 Through Express a.m.	No. 8a Local Express a.m.	No. 8 Through Slow a.m.	No. 10 Mixed 3rd Class Passenger & Goods a.m.	No. 12 Local a.m.	No. 14 Joint Sectional Mocs	No. 16 Local p.m.	No. 18 Through Express p.m.	No. 20 Local p.m.	No. 22 Local p.m.	No. 24 Local p.m.
Last Ferry leaves .. H.K.	6.25	6.55	7.55	8.25	8.50	3.15	10.15	11.45	1.05	1.55	4.20	5.15	6.05
KOWLOON dep	6.45	7.10	8.07	8.35	9.18	9.10	10.33	12.00	1.18	2.15	4.33	5.28	6.23
Hungham .. dep.	6.47	—	—	—	—	—	10.35	12.04	1.23	—	4.35	—	6.25
Yaumati .. dep.	6.56	7.16	—	—	9.23	—	10.38	12.11	1.28	—	5.02	5.41	6.32
Shatin .. dep.	7.16	—	—	—	9.39	—	10.50	12.26	1.40	—	5.14	—	6.47
Taipo .. dep.	7.19	—	—	9.01	9.53	—	11.03	12.37	1.53	—	5.17	—	7.01
Taipo Market dep.	7.25	—	—	—	10.00	—	11.07	12.41	1.57	—	5.21	—	7.05
Fanling .. dep.	7.34	—	—	9.13	10.13	—	11.19	12.51	2.07	—	5.31	—	7.15
Sheungshui dep.	7.39	—	—	9.17	10.18	—	11.23	12.55	2.11	—	5.35	—	7.19
Shum Chun arr.	7.43	—	9.10	—	10.21	—	11.28	1.00	2.16	—	5.40	—	7.24
dep.	—	—	9.52	—	11.05	—	—	1.40	—	—	6.45	—	—
SHEK LUNG arr.	—	—	10.27	—	2.23	—	—	6.31	—	—	8.22	—	—
dep.	—	—	10.35	—	2.28	—	—	—	—	—	8.28	—	—
CANTON arr. (TaiShaTau)	—	—	12.10	—	3.45	—	—	—	—	—	9.45	—	—

Sundays & Public Holidays only. Connects with No. 8. Mon., Sundays & Public Holidays excepted. From 16th Sept. to 15th April. From 16th April to 15th Sept. Mon., Sundays & Public Holidays excepted.

● Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.
† Will stop as above except on Sundays and Public Holidays.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	8.50	12.00	3.20	6.00	Shataukok...dep.	7.05	10.20	1.05	5.00
Shataukok...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. Thos. Cook & Son, Hongkong.

H. P. WINSLOW, Manager.

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MITSUBISHI ZOSEN KAISHA, LTD.

(Ex Mitsubishi Dockyard & Engine Works).

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers Manufacturers of Contradic Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714feet
Width of Entrance on bottom... ...	77 „	53 „	83 „
Water on Blocks at Spring Tide ...	23 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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FLOATING DOCKS.

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	14,000 tons
Max. Length of Ship taken	450 feet	580 feet	470 feet
Max. Breadth of Ship taken	56 „	86 „	98 „
Max. Draft of Ship taken	22 „	26 „	30 „

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel	363 feet 0 inch
Breadth at Entrance on bottom	52 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 0 „

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

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We are prepared to accept orders for HOUSEHOLD COAL re-screened in Hongkong at the following prices:—

Delivered to Peak District (above Bowen Road)... $22.00 per ton.
„ „ Bowen Road and Lower Levels and Kowloon ... $21.00 per ton.

TERMS:—CASH WITH ORDER.

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THE KAILAN MINING ADMINISTRATION,

HEAD OFFICE:—TIENTSIN

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HONGKONG.

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Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
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THOS. COOK & SON.

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TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
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HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

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—DRY DOCK—
Length 787 Feet.
Length on Blocks 750 Ft.
Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.

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Capable of Handling Ships Up to 3,000 Tons Displacement.
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Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dayspring."

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TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

HOTELS

HONGKONG HOTEL
(HONGKONG).
REPULSE BAY HOTEL
(Repulse Bay).
PENINSULA HOTEL (KOWLOON)
(under construction).
HONGKONG HOTEL GARAGE.
TOWN GARAGE & SHOW ROOMS
(Pedder Street).
RUSSELL STREET GARAGE.
REPULSE BAY GARAGE
PROPRIETORS:
THE HONGKONG HOTEL CO., LTD.

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KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.
Telephone on Each Floor.
Hotel Launch Meets all Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.

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THE PEAK HOTEL.

1,500 feet above sea level.
[15 minutes from landing stage.
Under the Management of
MRS. BLAIR.

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THE VICTORIA HOTEL
CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention give to Tourists.
Reasonable Rates.
WM. FARMER ... ...Proprietor
CHRISTOPHER BUTTON ...Manager.

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PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Rds.
Tel. K. 2. Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special arrangement for families on application to—

J. H. OKBERRY,
Proprietors.

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MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO., LTD.)
COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietor of Coal Mines of TAKASHIMA, OCHI, MUTARE, KISHIMARE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, SHINNEW, KANADA, KANIYAMADA, BIBAI & OTUBARI.
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SHIPBUILDERS AND ENGINEERS,

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Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines in Stock

For quotation apply—

SHANGHAI OFFICE.

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"LUXITE"

LUSTERISED LISLE ½ HOSE

We have just received a new stock of "Luxite" Lusterised Lisle ½ Hose in Plain Navy, Tan, Light Grey, Cordovan, Champagne, Gunmetal, White or Black. All sizes.

"Luxite" Lusterised Lisle ½ Hose **$1.50** pair or 12 Pairs for $15.

Dozen lots may be in one or assorted colours.

MACKINTOSH & CO., LTD., Men's Wear Specialists, 16, Des Vœux Rd. Phone 21.

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HONGKONG HOTEL CO., LIMITED.

OPERATING:—

HONGKONG HOTEL GARAGE	Telephone No. 32.
RUSSELL STREET GARAGE	Telephone No. 659.
REPULSE BAY GARAGE	Telephone No. 881.

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ROLLS ROYCE	Cars.
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HEAD OFFICE AND SHOW ROOM IN PEDDER STREET.

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AT

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NEW GOODS

NEW GOODS

SPECIAL DISPLAY OF

NEW CARPETS

ENGLISH TAPESTRY & AXMINSTER

in our

NEW FURNISHING SHOW ROOM

CALL & INSPECT.

NEW GOODS

IN ALL DEPARTMENTS.

WHITEAWAY, LAIDLAW & CO., LTD.,

HONGKONG.

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THE TRADE OF NANNING.

Nanning is one of the objectives of the Cantonese Army in their war against Kwangsi, and as the port has trade relations with Hongkong, the following resume of its history last year given in the annual report of the Commissioner of Customs is specially interesting at the present time:—

A review of the year which has just closed is not a very inspiriting business, and the actual result of the 12 months' trade falls far short of the hopes raised at the end of 1919, when there appeared to be a chance of a good year. Financial conditions have been extremely bad, and when one considers the many embarrassments with which merchants were faced one is compelled to admit that they showed great skill in finding a way through a time of such confused instability. The extent to which the purchasing power of the Kwangsi bank-note has been lessened militates seriously against business transactions with Hongkong, and exchange constitutes one of the most serious economic problems before the local authorities. The Kwangsi bank-note quotation, which in January stood at 13 per cent. discount to the Hongkong dollar, touched as low as 36 per cent. in November, until, at the close of the year, local banks were quoting from 41½ to 45 per cent. So long as the local currency remains at anything like its present quotation, so long must there be uncertainty in the financial outlook, with its unfavourable effect upon business conditions. A fair amount of trade was done in the first quarter, but a general susceptibility to financial uneasiness, caused to a great extent by the feeling that the district was on the eve of important political developments, characterised the second quarter, when business was on a restricted scale. During the third quarter the acuteness of the Kwangtung-Kwangsi crisis from a passive became an active influence in depressing trade; but it was action taken by the Tuchun in August, when he himself had the most formidable difficulties to contend against, and when the adverse influence of slackness of orders was making the position for merchants more difficult every day, to grapple with the illicit opium trade, that overshadowed everything and took all the steam out of the market as a whole. During October, following a quarter of worries and trials, a minimum of trade was done; but in December, when fears as to a possible attack from Kwangtung, while not definitely set at rest, had, to a certain extent, subsided, matters began to shape more favourably, and the business position showed slight improvement. Fortunately, at the time of writing there are signs that the acute crisis in the relations between Kwangtung and Kwangsi is gradually burning out; but the embers of this trouble, and the general pessimistic feeling caused by a succession of commercial failures, mainly due to difficulties in the opium trade, which were unusually large both as regards numbers and liabilities, are still causes of arrested movement, and merchants are entering on a new year with, at the best, a somewhat doubtful prospect of its proving a prosperous one. Events in Kwangtung during the third quarter of the year followed one another in such quick succession that it was difficult for people living at Nanning, who received little or no news of a definite character, to keep pace with the many changes and developments that were taking place. Towards the end of September rumours of a general retirement on the part of the Kwangsi forces began to find emphatic utterance, and it was then obvious, even to those who had not exact information, that the situation was approaching an extremely critical stage, and no surprise was expressed when it became known that withdrawal from Kwangtung had at length been decided upon. The evacuation of Kwangtung by the Kwangsi troops became an accomplished fact by the end of November. Ts'en Chunhsuan, Chief Administrative Director of the Canton Military Government, in his telegram of October 28th, announced that the Two Kwang had restored allegiance to Peking, and a Presidential Mandate, promulgating the reunion of the North and South, was issued two days later. The independence of Kwangsi, which had been declared on March 15th, 1916, was cancelled as from November 4th, 1920, and the political situation in the south-west has thus been altered in a most important manner.

The dominant feature in the district's commercial life during the year was the attempt made to suppress the opium traffic and the seizure by the authorities of 378,205 taels of opium in the neighbourhood of Posch, which was a very considerable achievement in view of the many embarrassments with which the provincial government was faced, not only caused much perturbation locally, but also sent echoing tremors very far afield. Its cumulative effect was akin to a form of creeping paralysis, which slowed down and stopped the movement of cargoes, and, by reducing the capital available for the conduct of business in general, seriously crippled a number of leading merchants and rendered some of them actually insolvent. The locally published *Ling Piao Pih Pao* estimated the losses in connexion with the opium traffic at not less than $2,000,000; and it has since become public property that cotton yarn dealers, who are in the habit of disposing of their stocks on five months' credit, were amongst the heaviest losers. It would be improper to view this occurrence from the standpoint of those who chose to make a livelihood out of an illegal trade, but at the same time regret may be expressed that such a heavy blow should have been dealt to business generally at a time when, as an inevitable and unavoidable consequence of the economic derangement occasioned by disturbed domestic politics, trade was going ahead slowly and painfully, with buying at Hongkong and up-country cautious beyond all recent experience. 50,934 taels of opium, concealed on board vessels in every possible manner in which alert and inventive minds can think of, were seized by the Customs searching party during the year.

The provincial government is committed to a policy of encouragement of cotton cultivation, and an exhibit held during December at the provincial assembly hall admirably reflected the new activities in this connexion. The object of the experimental work conducted by the authorities is to discover which districts offer the best prospects for the successful growing of raw cotton; and the committee appointed to investigate this question have reported that the finest yield has been met with at Poseh, where American seed was used. Seed obtained from Kiangsu also gave very fair results. Much time may elapse before any substantial measure of success is met with; but there seems ground for encouragement, and it is pleasant to be able to record a forward movement. There has been a marked increase in the demand for locally manufactured cotton cloth, and the factories have been exceptionally busy all through the year. The influence of the factors during the past few years, mischievous and repressive though it has been in many directions, has already tended to advance the efficiency of this local industry to a greater degree than would otherwise have been possible by compelling its development to meet pressing local requirements. A coarse cotton cloth, made from low counts of yarn under most primitive conditions in houses in this district, is freely bought by the poorer classes.

The Settlement Bund lies in ruins. It was built in 1907 by a Chinese contractor, with little or no specialised training, and its entire reconstruction will have to be taken energetically in hand in the immediate future. For some years past a strict limit has been automatically set to expenditure on local needs by the pressure of economic circumstances, and the difficulty is to find the money required. A further collapse, however, would be likely to seriously affect the safety of house property owned by foreigners, and the problem would thus seem to be an obligation incumbent upon the authorities. The work should be placed in the hands of a trained and experienced foreign engineer, who would be in a position to watch and check every stage of its progress. Anything short of this would be wasteful and unsound, and it is much to be hoped that the authorities will show themselves willing to learn their lesson and apply their experience.

The first rice crop was estimated at nearly nine-tenths of a full yield; but, as a result of storm and flood, the second one showed an important shrinkage. The net value of the trade was Hk. Tls. 7,985,856, as compared with Hk. Tls. 7,988,538 in 1919.

AMERICAN BUSINESS MEN TO VISIT THE ORIENT.

San Francisco will send a big representation of business men and their wives on a commercial tour of all the principal cities of the Far East, including Hongkong, next September. The San Francisco Chamber of Commerce is directing the excursion. The party will number at least 175 members and will be thoroughly representative of San Francisco's financial commercial and industrial interests. Reservations already made number nearly one hundred.

Among those who have announced their intention of availing themselves of the trip are John A. Britton, vice-president and general manager of the Pacific Gas and Electric Company; Atholl McBean, former president of the San Francisco Chamber of Commerce and member of the firm of Gladding McBean & Co.; G. Marshall Dill, chairman of the foreign trade committee of the chamber and partner in the import firm of Dill-Coppage Inc.; Byron Mauzy, former supervisor of the city of San Francisco and head of a big musical house; Robert Newton Lynch, vice-president and manager of the San Francisco Chamber of Commerce; Charles C. Moore, formerly president of the same organization and of the Panama Pacific International Exposition Company, and head of the engineering firm of Charles C. Moore & Co.; L. R. Cofer, director of the foreign trade department of the Wells Fargo Nevada National Bank; C. E. Hume, director of the chamber and official in the fish canning and packing firm of F. E. Booth Co.; and Willard O. Wayman and McClure Kelly, leaders in the insurance business of San Francisco.

It is better to have a castle in Spain than a profiteer's mansion in the south of France.—*Mr. Galsworthy.*

YOU ARE JUST AS OLD

as you feel. A pair of correctly fitted glasses is a powerful factor in making you feel young. Efficiency demands that you wear glasses if your eyes are not perfect. Fully fifty per cent of the people who do not wear glasses should do so. A great many are unaware of the real condition of their eyes until the examination is made. The Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their exclusive business.—ADVT. 562

BY APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL
THE REPULSE BAY HOTEL
and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.

728

NOTICE.

MESSRS. GILLARD & CO.

HAVE GREAT PLEASURE

in informing the

PUBLIC

that they have just received

THE WARRANT OF APPOINTMENT

AS

SAUCE and PICKLE MAKERS

TO

H.R.H. THE PRINCE OF WALES

THESE SAUCES and PICKLES

May be obtained from

LANE, CRAWFORD & CO.

and

All other Stores.

"SHOULD THEY BE UNOBTAINABLE FROM YOUR DEALER, PLEASE COMMUNICATE WITH

DONNELLY & WHYTE,

TEL. 636.

THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining the age of Fifty-five.

Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.,

1129] AGENTS,

2, Queen's Buildings.

New Shipment of

DUNHILL'S GOODS

Standard Briar pipes.
Shell " "
Quaint shaped " "
Ladies " "
Pipes in cases. "

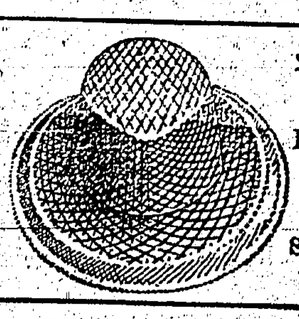
Cigarette holders.
Oilsilk Tobacco pouches.
Pipe gloves.
Carbon cutters.
Tobacco caddies.

My Mixture.
Standard Mixture.
Cuba Havana Mixture.

Tabaqueria Filipina,

38, Queen's Road Central.

933



Just Received from Manila

A Fine Assortment of

HEMP HATS for LADIES

in different shapes and assorted colours

Inspection cordially invited,

SWATOW DRAWN WORK CO.,

14, Des Vœux Rd. Central, PHONE No. 2360.

"A LIAR AND SCOUNDREL."

STORY OF A LOST WATCH.

COMPLAINANT SEVERELY REPRIMANDED.

A queer story was told at the Magistracy to Mr. R. E. Lindsell, yesterday afternoon, by a portly Chinese who described himself as a silk merchant and gave an address in Tai On Terrace.

He said he turned out of Caine Road at 10.30 p.m. on June 28th "into a steep street which he did not know, but there were chairs on either side of it" (it was said afterwards by a constable to be Peel Street). Two men were coming up the hill; each drew out a dagger and pointed it at him. He shouted out "snatching."

"Why 'snatching'?" asked the Magistrate.

"I did not know what they wanted," replied the defendant, "so I shouted 'snatching.'" He continued: Both men ran up the hill, but two other men, following them, made a spring at me. The first one seized hold of my left wrist and the other snatched away my police whistle which I had just pulled out. The first man (who was in the dock, charged with robbery with violence) snatched away my gold wrist watch. I gave chase: the man fell down, and I fell on top of him. He got up and dragged me along as I seized him. A constable arrived and I gave the defendant in charge.

"What happened to the watch?" asked the Magistrate.

The complainant said he did not know.

"Did you ask the constable to search him." The reply was in the negative. "You must be a liar," said the Magistrate. The complainant demurred to this. "Either a liar or a fool, then," retorted the Magistrate," —whichever you prefer. You say this man took your watch and yet you made no effort, when you caught him, to get it back. Did you search the ground in the vicinity?" Apparently, the complainant had not thought of this.

"I believe very little of what you say," said the Magistrate. "I can't help that," replied the man.

The detective in charge of the case said he understood that the complainant had been molested by the same party since.

HAVE YOU SIGNED
THE PETITION FOR
A VOICE IN LOCAL GOVERNMENT?

Mr. Lyson (for the defence) objected that there would not be evidence against the defendant who had been in police custody ever since.

"Have you seen any of these people since," asked the Magistrate. The complainant replied that he had not, so "that settled that" as the Magistrate remarked.

In cross-examination it was put to the complainant that the defendant and another man sought to obtain payment of a debt from him and that he invited them to take tea with him. The complainant denied that version of the events of the evening.

The constable's evidence differed from the complainant's in several particulars. The complainant had said that the place was dark and deserted; the constable said it was fairly light and there were a lot of people about. The complainant had said he did not look on the ground for the watch; the constable said they both looked, by the aid of his lantern, and he also searched the defendant and found no watch.

"No jury is ever going to believe this story; I don't," said the Magistrate, in discharging the defendant. "Tell the complainant," his Worship instructed the Interpreter, "that he is a liar and a scoundrel. I believe he never lost a watch. Tell him he is the sort of man I have a good mind to recommend for banishment for bringing a case like this."

"Get out of my sight," added the Magistrate, as the complainant showed symptoms of a desire to re-open the matter.

SPORT.

BASEBALL.

Baseball fans in the Colony are looking forward to an exciting contest on Saturday, when the local American team meets the fast Baseball aggregation from the U.S. destroyer *Rizal*.

The game will be played on the Hongkong Football Club at Happy Valley, starting, at 3.30 p.m. Neeson or Pace will twirl for the locals, while McLaurie, an Annapolis Varsity star, will hurl for the sailors.

The sailors have an unusually strong nine with a long string of victories to their credit, and they are confident of winning in spite of the formidable showing the locals made on July 4th.

CORRESPONDENCE.

THE POSTAL SERVICE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—When is the Government to take action to get the postal service between Hongkong and Europe improved? From time to time, I see from your columns, statements are made that something is to be done; but we have, apparently, to live on promises.

On May 16th, we received Hongkong letters dated April 15th. On May 25th we got letters dated April 4th, posted in Hongkong on April 5th. This morning, there arrived Hongkong newspapers dated April 15th.

These are cited as typical of the irregularity of the service; but a few weeks ago we received letters that had taken exactly two months between Hongkong and London. Making all due allowance for the dislocation caused by the war, surely there has been time to get back to the conditions prior to the war.

The Chamber of Commerce might take up the subject again, and keep up an agitation till redress is obtained.—Yours faithfully,

OLD CHINA HAND.

London, May 31st.

A HONGKONG MAN IN CANADA.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Could I express my thanks to the Hongkong Government through the *Press* for the temporary addition to my pension in these strenous times? The sum arrives reasonably, for which I am indeed grateful.

I have been farming in Western Canada for many years, getting now, as they say here, quite an old-timer, sometimes having to contend with drought, frost, hail. Then I would wish myself again representing law and order in Hongkong, as in the reign of a Governor named Pope Hennessey. Sometimes I get into conversation with a Hongkong man going home by this route, and when he has viewed the Rocky Mountains, come through our vast forests, and over the boundless prairie he unhesitatingly expresses himself in the words of the Psalmist: "How great and marvellous are Thy Works!"

We will be having it quite as hot here now for a couple of months as ever I felt it in China. Many natives of that country make their home here and all prosper, but the white man is getting very suspicious of their ever-increasing numbers. Especially was this the case after the war, when they were passing through here in thousands. Our guardians had quite a job to keep them from breaking out of bounds, and taking up their abode here. It seems a pity so to restrict immigration in a country where there are homes for so many millions more if they would go on to the land, but so many prefer the town, notwithstanding our long winters—often with nothing to do and little to eat—whereas on the homestead his bread shall be given him and his water shall be sure, as the Old Book puts it.—Yours truly,

ROBERT SIMPSON.

Alberta, Canada, May 21st, 1921.

A SORDID STORY.

SERIOUS CHARGE AGAINST A CHINESE TAILOR.

A Chinese tailor was committed for trial at the next Criminal Sessions by Mr. G. N. Orme, at the Magistracy, yesterday afternoon, on a charge of stabbing a woman in the left eye with a pair of scissors, on June 16th.

Dr. W. B. A. Moore, Superintendent of the Government Civil Hospital, said that the woman had an incised wound in her left eyeball and eyelid. The eye became inflamed and had to be removed.

The woman was still under treatment but came from the hospital to give her evidence. She said that the defendant, with whom she had had relations for six years, demanded money from her and when she said she had none, threatened to sell their child. They quarrelled, and he drew a pair of scissors from his pocket, stabbed her in the eye and then ran out of the house.

The defendant, who pleaded "guilty" at the opening of the hearing, made a statement at its conclusion in which he attributed the stabbing to an accident. He said he married the woman six years ago; her late husband died in debt, and to repay the money the woman decided to become a prostitute. He heard that she intended to go to Siam and, fearing that she would try to take the child with her, he called upon her. He also tried to get money from her for the child's maintenance. They had a quarrel; the woman picked up a pair of scissors and tried to stab him. He took them away from her and she knocked against the scissors and so received the injury. "As soon as I saw blood coming from her face," continued the defendant, "I went downstairs." He was afterwards told that the woman had a sweetheart who would probably seek to be revenged on him so he gave himself up to the police.

Asked if he had any witnesses the defendant asked the Magistrate "to take the trouble" to seek a woman who was with him. Inspector Wills said the woman was outside the Court; the police had brought her in case she was required. The defendant, however, did not ask that she should give evidence, and he was then committed for trial.

THE WAR OF THE TWO KWANGS.

CANTONESE SUCCESS IN SOUTH-WEST SECTION.

The following reports are from the *Canton Times*:—

Contrary to the rumours purposely spread by the agents of Kwangsi militarists in Hongkong solely for the foreign papers, that the Cantonese are defeated in the south-western section of the province, we are informed by military headquarters that the Cantonese troops are taking the offensive against the invaders and that the invaders are retreating in great disorder into their own territory. Kowchow and several other cities have already been recaptured, while the enemy troops are being subjected to a rear attack by the troops sent by General Ngai Bong-ping, our Chief of Police, from Ting Yuen which recently fell into the hands of General Ngai's troops.

TROOPS TERRIFIED BY AERIAL BOMBARDMENT.

Two aeroplanes of the Cantonese troops flew over Nan Ning, the lair of the Kwangsi War Lord Lu Yung-ting twice during this week and it is reported that three bombs were dropped on the second trip causing considerable damage to the War Lord's Yamen while one of the bombs landed in Chong Ho Street of that city. The Kwangsi troops were terrified and desertions are daily reported. This is the substance of a telegram received by a private business house in the city from its agents in Nan Ning. Director Jue Ceowen of the Aviation Bureau is testing another new machine which will be sent to the front some time this week. It is the largest machine that the Bureau has, having a seating capacity for 20 persons.

THE VOLTE FACE OF THE YUNNAN TROOPS.

The following translation of a telegram from the Yunnan troops, denouncing Sun Man and Chan Kwing Ming has been forwarded to us for publication:—

Six years have elapsed since our Yunnan troops came to Kwangtung in the Ping Shan year. We took part in all actions against Lung Tsai Kwong in protection of the Constitution. As we depend on Kwangtung for our support, the welfare of the Province means the welfare of our own. Though we have never boasted of the services we rendered in various battles, our merit is well known to the public. Last year we were very happy to hear in King Chau of the promise of Chan Kwing Ming on his return to Kwang Tung, of leaving the Government of the Province to the people, and we expected very much that great reforms would be made. Now, nowever, much to our disappointment, Chan, instead of keeping his promise, has aimed all the time during the past half year, at the development of his party and at the oppression of the people. He posted all his partisans in important positions and all his relatives in lucrative posts. His promise has now turned out merely an intrigue to gain the help of his fellow-countrymen. However, after his return to the Province, he first placed the Government under the control of his party, then transferred it to the management of the natives of Wai Chow, and now, at last, it is entirely in the hands of the clan of Chan Let me ask you if there are any high officers who are not members of the Kwok Man Party. Chan Kwing Kwong, Chan Kok Man, Chan Tat Shang, Chan In Shang, Chan Siu Ngok and Ma Yuk Hong, who are holding the reins of the Military and Financial powers, are all clansmen and brothers of Chan. Chung Sing, Speaker of the Provincial Parliament, is the son of his sister, and the Military Commanders Chung Sau Nam and Chung King Tong, are brothers of his mother. What difference can there be, when we compare them with the eight Banners of the Manchu army? Indeed, Kwang Tung, which is the property of a population of 30,000,000, has become the private property of the clan Chan. They expelled all those who did not side with them, and aggravated the burdens of the people by the cruel levy of heavy taxes. They deprived the people of their freedom of speech by censorship of the Press, and the people can only endure their sufferings in silence. It is indeed to be deplored that the good name "Cantonese ruling Canton" has had to become an instrument for the development of the interests of the party of Chan. Much property of private individuals has been seized, and large public loans have been raised by compulsion. Their soldiers all behaved cruelly and recklessly, and extorted money from the people without end. Further, Chan has encouraged the false doctrine of nationalization of women and hatred of filial piety, and has promoted Bolshevism to the prejudice of the general peace. In fact it is his desire to reduce human beings to wild beasts. No one who is the least conscientious, will not be angry at this, and none who loves peace, will approve of it.

Again, Sun Man has falsely assumed the title of President despite the disapproval of the people, and has with the support of his own men stirred up war and rebelled against the Republic. This will bring on the Province great calamities, and will cause the people grievous sufferings. Our troops have been in Kwang Tung for a long time, and we are confident that no reform can be made unless the scoundrels are removed. Now a Presidential Mandate has been issued, directing various Provinces to punish them, and we can prophesy that Sun and Chan, who are already full of crimes, can very likely be extinguished within this Summer.

(*Continued at foot of next column.*)

COMPANY REPORT.

SHANGHAI DOCK AND ENGINEERING CO.

The Shanghai Dock and Engineering Co., Ltd., announce that the net profits for the year ended April 30th, 1921, including the amount brought forward from last year, amount to Tls. 1,083,666.16. Deducting the interim dividend of Tls. 6 per share there remains for distribution Tls. 731,466.16 which the directors recommend at the forthcoming annual meeting be dealt with as follows:—

	Tls.
Pay a final dividend of Tls. 10 per share making Tls. 16 for the year absorbing	552,000.00
Add to special reserve account bringing it up to Tls. 1,150,000	100,000.00
And carry to new account	102,466.16

The directors intend as soon as the sale of the New Dock property is completed to add to the amount received therefrom a sufficient sum to enable them to propose to the shareholders a reduction of capital by a cash return of Tls. 25 per share.

INCIDENTS OF TYPHOON WEATHER.

A passenger junk capsized as it was leaving Yaumati Typhoon shelter on Wednesday morning. It was caught broadside on, by a sudden gust of wind a few hundred yards from the entrance to the refuge. The crew of seven were rescued by the Yaumati ferry launch. *Feengan*. As soon as weather conditions permit, the junk will be salvaged.

A man at the Police Court, yesterday, managed to plead the weather in aid of his defence. Charged with unlawful possession of planks, he said he was walking on the Praya when the sea washed them ashore. Not only had no one seen the sea over the harbour front that day but the planks were quite dry when the police arrested the man. The record of the defendant's finger prints was produced to prove a previous conviction but he thought he might safely deny that "the black smudges" were anything to do with him. Confronted with his photograph, he gave in and was sent to prison for 21 days.

CONSTITUTION-MAKING IN CHEKIANG.

CANDIDATE FOR CIVIL GOVERNORSHIP CHANGES HIS "PROVINCIALITY."

[ASIATIC NEW AGENCY.]

In connection with the political activities of General Lu Yun-hsiang in the establishment of self-government or autonomy for Chekiang, there has been an interesting development. In order to qualify himself for the occupation of the dual post of Commander-in-Chief of the Chekiang army and the Civil Governorship of the province, General Lu has now formally renounced his Shantung "provinciality" and become a native of Ningpo. He says his ancestors hailed from the eastern parts of Chekiang and that they emigrated to Shantung during the reign of the Emperor Taokuang on account of the Taiping Rebellion. General Lu is extremely popular among the native gentry from Ningpo, especially Dr. C. T. Wong and Mr. Chu Fu-cheng, noted leaders of the old Kuomintang party, and now Chairman and Vice-Chairman respectively of the Committee in charge of the drawing up of the provincial constitution for Chekiang. The move on the part of General Lu has added difficulties to Mr. Shen Chin-chien, the existing Civil Governor, in his fight for the carrying out the elections for the proposed new Parliament, and it is believed that he will be forced to give up his position in favour of General Lu. Dr. C. T. Wong is now in Shanghai so that the constitution-making committee is presided over by Mr. Chu Fu-chen. As opinions and views are still divided among the constitution-makers, it will take some time to complete the provincial constitution for Chekiang.

Realising that it is our duty to render assistance in the removal of these betrayers, we have since the 26th. united with all the Kwang Tung Troops in Ko Chau and Lui Chau and pushed forth with the determined object of expelling Sun and Chan, so as to expedite the centralization of Government.

We shall work under the direction of the Pacification Commissioner Yeung. We hope all will render us assistance, and we are ready to consider any good suggestions that may be made to us. Besides sending a report to the Pacification Commissioner Yeung, we wire you this telegram for your information.

Li Kan Wan, Tsoi Ping Wan, Wong Lin Pik, Chau Chan Piu, Tsui Tung, Cheung Chiu Ching, Cheung Yik Hong, Cheung Tuk Lun, Lai Man Chan, Wong Kong, Tsoi Po Wong, Tsui Po Ting, Chan Chan Hing, Wa Yan Tsun, Sheung Yau Chan, Tang King Hon, Yeung Tat Tsoi, Cheung Pan and other Commanders of the Yunnan Troops in Kwong Tung.

27th.

REVISED PRICES
OF
FIRST-CLASS RACKETS.
—:o:—
"ARGUS" "SPALDING E. M." "DOHERTY" $32.50
"GOLD MEDAL" "RISELEY HEXAGON" "E. G. M." $30.00
"SURREY" "DAVIS CUP" "WARD & WRIGHT" $20.00
"PARAMOUNT" "WILDING" "DEMON" $17.50
SPORTS DEPT.
LANE, CRAWFORD & CO.
[15

FAMOUS WHISKIES
AT REDUCED PRICES

	Per doz.	Per bot.
ROYAL GEORGE—Extra Special Liqueur	$40	$3.50
DUNVILLES TWO CROWN—Special Scotch	40	3.50
WHITE HORSE CELLAR	44	3.75
NAPIER JOHNSTONE—Square Bottle	44	3.75
PALL MALL—Guaranteed 11 Years Old	45	3.80

For Coast and Ships orders of not less than 1 dozen $12 per case should be deducted from the above prices.
LANE, CRAWFORD & CO.

The Highest Choice
Do not let it be merely a question of initial cost when you make your choice of pianos. The matchless music of the All-British Piano has lifted it above the "price" atmosphere for all time.
PIANOS BY
BROADWOOD, COLLARD, CHALLEN,
ALLISON, BELL, Etc.
Our prices are far below the prices ruling at home at the present time.
ANDERSON'S.
[84

"HOTEL DE FRANCE,"
23, BOULEVARD ROLLANDES, HANOI.
UNDER New Management. Most Comfortable Rooms with Private Sitting-Room and Bath-Room attached to each room. French Cooking. Several Small Dining-Rooms for Families.
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Wm Powell Ltd
TELEPHONE 3146.
GENTLEMEN'S
HIGH-CLASS OUTFITTERS

COOL
SUMMER
GARMENTS

SPECIALITIES!
WE HAVE A COMPLETE STOCK OF "MORLEY'S" UNDERWEAR IN INDIA GAUZE, FEXINETTE, ALL WOOL, ETC., ETC.
AGENTS FOR
"AERTEX" AND "COTELLA"
"THE HOUSE FOR VALUE."
37

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 12th July, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, July 7th, 1921. [1159

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"HALERIC"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after July 13th, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 19th July, 1921, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 12th July, by the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hongkong, July 7th, 1921. [1160

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE Motorship

"GLENLUCE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th July, 1921, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 13th July, 1921, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD. Agents.

Hongkong, July 7th, 1921. [1153

S.S. "CAP ARCONA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 12th July, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on TUESDAY, the 12th July, at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, July 6th, 1921. [1155

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS

the paper to send Home.

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on JULY 1st, 1921, will be made on presentation of Coupon No. 18 at any of the undermentioned Banks, viz.:—

HONGKONG AND SHANGHAI BANKING CORPORATION, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, RUSSO-ASIATIC BANK — At Tientsin, Shanghai or Hongkong.

BANQUE DE L'INDO-CHINE — At Tientsin and Hongkong only.

BANQUE BELGE POUR L'ETRANGER — At Tientsin and Shanghai only.

The Interest, less Income Tax at 6s/- in the £, will be:—

		s.	d.
ON £20 DEBENTURES:			
Per Coupon (Gross)		12	0.
Less Tax at 6/- in the £		3.	7.1/5
Net amount payable		8.	4.4/5
ON £100 DEBENTURES:			
Per Coupon (Gross)	£3.	0.	0.
Less Tax at 6/- in the £	18.	0.	
Net amount payable	£2.	2.	0.
ON £500 DEBENTURES:			
Per Coupon (Gross)	£15.	0.	0.
Less Tax at 6/- in the £	4.	10.	0.
Net amount payable	£10.	10.	0.

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order,

THE KAILAN MINING ADMINISTRATION, W. S. NATHAN, General Manager.

[1140

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"HELENUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after the 11th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 5th, 1921. 1148

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ,

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, LA PALICE, GENOA, LISBON and SINGAPORE.

THE Steamship

"RADJA"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 9th July, 1921, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, July 7th, 1921. [1144

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"MISHIMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before NOON, TO-DAY.

Goods not cleared by July 14th, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, July 7th, 1921. [1164

INTIMATIONS

NOTICE.

I have this day established myself as a GENERAL MERCHANT under the firm-name of R. H. KOTEWALL & CO. in Alexandra Buildings.

R. H. KOTEWALL.

Hongkong, July 5th, 1921. [1149

HONGKONG GENERAL CHAMBER OF COMMERCE,

CHINESE LANGUAGE SCHOOL.

THE SCHOOL closes on FRIDAY, 8TH JULY, and will re-open on MONDAY, 12TH SEPTEMBER next.

By Order,

E. A. M. WILLIAMS, Secretary.

Hongkong, July 5th, 1921. [1145

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 8143 in this Company standing in the names of RHODERICK McNEIL CAMPBELL and HENRY MORRISS of Shanghai, China, has been LOST, and if at the expiration of one month from the date hereof, the above Document be not forthcoming, another Certificate for the said Share will be issued by the Company, and thereafter no other will be acknowledged.

C. MONTAGUE EDE, General Manager.

Hongkong, June 22nd, 1921. 1087

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of JULY, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Shaukiwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Sale of No.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents Square Feet	Annual Rental	Upset Price.
1	Shaukiwan, Inland Lot No. 417.	South of Shaukiwan Inland Lot No. 431.	feet. As per sale plan.	feet.	feet.	feet.	about 7,700	70	$ 4,775

[1152

G. R.

SALE BY TENDER OF H.M.S. "FAME."

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary Machinery on board, as she lies at the Naval Depot Kowloon.

Full particulars of the Ship, conditions of Sale, and permits to view the ship may be obtained on application to the undersigned.

Forms of tender will be issued on application to the undersigned. A deposit of $100 is required before forms of tender can be issued.

The vessel will be on view from the 4th to 20th July inclusive between the hours of 10 A.M. and 4 P.M. and tenders must reach the Commodore's Office not later than 12 NOON on MONDAY, 1st AUGUST, 1921.

Length between Perpendiculars...310 ft.
Breadth, extreme ... ...19'6.5/8"
Depth in hold ... ...12'6.1/2"
Nominal Displacement ... ...308 Tons
Propelling Machinery:—Triple expansion (Twin of 2350 I.H.P.)
Diameter of Cylinders:—20", 29" Two of 30" Stroke 1'6"
Boilers:—Thorncroft's Water Tube 3 No.

H. G. LOWE, Naval Store Officer,

The Dockyard, Hongkong, July 2nd, 1921. [1139

SS. L'YSER.

FOR SALE.

BY PRIVATE TENDER.

As she now lies in the Singapore roads off Tanjong Bhu.

SPECIFICATION.

Wooden steamer (teak, oak and elm).
Length between perpendiculars... 233 ft. 9 in.
Breadth overall ... ... 39 " 4 "
Depth ... ... 20 " 8 "
Draught loaded ... ... 19 " 0 "
Net tonnage 1631
Gross tonnage 1778
Dead weight ... ...2200 tons.
Capacity of bunkers ... ... 300 tons.

Built by BROSSARD MOPIN & CO., Hsin Ho shipyard (Tientsin) in November 1920. Triple expansion steam engine 1000 I.H.P. built by Shanghai dock. 2 boilers Scotch type built by Shanghai Dock, pressure 185 lbs.

Electric light.
Steam steering gear.
6 cargo hoists.
Capacity of the holds 59,000 cubic feet.
" twindeck 29,800 cubic feet.
Accommodation for 8 first-class passengers.
Shelter deck for deck passengers.
Certificate of classification Bureau. VERITAS 3/3.G.1/1.

Tenders will be received up to the 31st July, 1921, by the Etablissements BROSSARD MOPIN, Singapore.

Messrs. Ets. Brossard Mopin do not bind themselves to accept the highest or any tender.

[1147

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

Watson's PYERIS

Sparkling Mineral Table Water. Healthful and refreshing. Blends excellently with Whisky.

Watson's STONE GINGER BEER

An ideal beverage for tennis and bathing parties. Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS

Telephone 436.

11

BIRTH.

BELL.—At Shanghai, on June 30th, to Mr. and Mrs. R. D. BELL, a daughter.

MARRIAGES.

FUXMAN—GERTSMAN.—At Shanghai, on June 29th, CHARLES FUXMAN, to REVA GERTSMAN.

HYKES—RAFFELL.—At Shanghai, on June 30th, RALPH KYNER HYKES, to FARRAH HELEN RIFFELL.

MITCHELL—LEDBETTER.—At Shanghai, on June 30th, THOMAS WILLIAM MITCHELL, of Shanghai, to LILIAN MAUD LEDBETTER, of Nottingham.

NAPIER—BALMAIN.—At Shanghai, on June 29th, WALTER NAPIER, to LILY, daughter of the late Lieut.-Colonel J. H. Balmain, 9th Bengal Cavalry, late of South Stoke Manor, Bath.

HONGKONG OFFICE: 10A, DES VŒUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 8TH, 1921.

CHINA'S DECLINING TEA INDUSTRY.

"THE outlook for the China tea trade is deplorable. Large stocks have accumulated in England, and prices are so low that China tea cannot compete with India, Ceylon and Java teas under present conditions." This is an extract from the annual Report of the Commissioner of Customs at Hankow, the principal tea-exporting centre of China. Fifty years ago China and Japan produced practically all the tea consumed in the world. To-day the export from both countries does not reach 15 per cent. of the world's total. British India and Ceylon have captured the world's markets. Java, too, has become a competitor not to be despised. Why has China lost the great and flourishing tea trade she once enjoyed? We may find the explanation largely in the statement that Chinese methods of cultivation are based on tradition and the needs of the moment, and have hitherto been entirely divorced from scientific knowledge. Efforts have been made to remedy this, but they have fallen far short of the need. Some years ago a committee was sent to India and Ceylon with a view to studying the methods of cultivation and manufacture adopted in those countries, and a school was subsequently established at Nanking where instruction was given in scientific culture. Tea investigation bureaux were subsequently established under Government auspices at Hankow, Shanghai and Foochow, and one or two experimental stations were established. A policy of subsidising planters who conformed to the methods of culture prescribed by the Ministry of Agriculture was adopted, and the duty on the export of tea was substantially reduced. All these expedients to arrest the decline of the China tea trade have failed to produce the desired result. Other decisive factors have intervened. A large tea trade was done from Hankow with Russia. This has practically ceased owing to the political conditions existing in Russia. We read in the report for last year that an attempt was made to open business relations with the Soviets, "but though the tea was taken no payment for it was forthcoming." Many of the tea firms have gone out of business. The tea firms which still survive, we read, have "enormous stocks of unsaleable 1918 and 1919 teas remaining on hand, and the godowns are choked with huge stocks of brick tea, the manufacture of which has now ceased. The teamen have such large stocks of 1920 on hand that it is doubtful if any new tea will be prepared for 1921, which will militate against the keeping alive of the trade till better times. While there is no sale for the old deteriorated China stocks, some business could still be done in the finer qualities of fresh teas if they came into the market; but, failing that, no revival of the tea trade with foreign countries seems to be possible." It is a sorry picture. The reports from other tea exporting centres, such as Foochow, are almost equally pessimistic, and the Statistical Secretary in his general review of the tea situation writes: "Generally speaking, the tea trade in China is in a critical state, evincing a steady decline as the years advance. The only means of saving this valuable trade lies in the frank acknowledgment of the existing bad state of affairs and in the vigorous introduction of the obvious improvements for which the trade is crying. These should consist, firstly, in placing the present archaic methods of growing and manufacturing teas on a modern and scientific basis, and secondly in removing the heavy local taxation with which the community is at present burdened. Such advice has been tendered by everybody who could claim to speak with authority on the subject from the time when foreign competition began to have a perceptible effect upon the export trade and, as far as the archaic methods of culture are concerned, it is probable that the lesson will need to be preached till doomsday, for there is no more conservative a person in the world than the Chinese agriculturist. But as regards the burden of taxation on the industry, the Customs Reports says "the fact that the Central Government has already sanctioned the remission of the export duty on all varieties of tea exported abroad for two years from the 10th October, 1919, justifies the hope that further measures in this direction will be taken to infuse new life into this most ancient of China's export staples." It is evident from last year's results that this alone does not carry the trade far. Improved manufacture is equally necessary. When such reports come from the markets as that "Hankow teas are badly made and not wanted," it is very clear where the main remedy lies, and if attention is not paid to such warnings China tea is destined to become more and more a domestic trade. As everybody knows, the Chinese people are among the greatest the Chinese people are among the greatest consumers of tea in the world. The tea industry in China has been estimated to afford employment for something like 60,000,000 people, but we imagine that estimate was formed at a time when the export trade was in a far more flourishing state than it is to-day. In any case an industry which affords employment to so large a proportion of the people is evidently one which calls for the greatest exertions on the part of the governing authorities and all concerned to sustain it by every means they can command.

Capt. E. R. G. R. Evans, C.B., D.S.O., R.N., of H.M.S. *Carlisle*, has been in Shanghai on leave from his ship.

The Royal Hongkong Yacht Club dance takes place to-night at the Club house, North Point, at 9.15. Evening dress is optional.

To-day being the anniversary of the Battle of Tronce Wood the Wiltshire Regiment are celebrating it on the same lines as last year.

Mr. J. Arnold Dawson has been appointed secretary to the Shanghai Dock and Engineering Co., in succession to the late Mr. Jas. H. Osborne.

The wedding of the Rev. E. W. L. Martin of St. John's Hall and Miss Kathleen Stewart of St. Paul's Hostel is announced to take place in St. John's Cathedral on Tuesday next, the 12th inst., at 5 p.m.

The 6.25 p.m. local train from Kowloon broke down on Wednesday at Shatin and the passengers had the unpleasant experience of waiting there till 9 p.m., when a relief engine arrived to take them to their destinations.

Chinese papers state that Japanese interests are working hard to purchase a landing stage in Shanghai for the air service which is shortly to be inaugurated by the Japanese Government. The first machine in this service is due to arrive at Shanghai about the middle of November.

Mr. J. Swire, senior partner of the firm of Messrs. Butterfield & Swire, Ltd., arrived in the Colony yesterday morning, by the steamer *Empress of Japan*, from Yokohama. Mr. Swire, who is accompanied by Mrs. Swire, his daughter, and his niece, Miss Logan, will remain in the Colony for a few days.

The Aeronautical Department of the Chinese Government states that trial trips of the aeroplanes which are to be used in the Peking-Shanghai Air Mail Service have proved satisfactory. One of the machines flew from Peking at 7.30 a.m., on the 27th ult., arrived at Tsinanfu at 10.15, left on her return trip at 4.30 p.m. and arrived at her destination at 7.30 p.m. The through service to Shanghai will begin about the end of this month or early in August.

We see it announced that the Peking Electric Tramway Co. was "formally inaugurated" at the end of June. It was stated that the shares of the tramway company have been fully subscribed by the Chinese, while the French portion will be contributed by the Banque Industrielle de Chine in accordance with the Sino-French agreement. [Presumably that portion of the capital will have to come now from another source.] The survey has been finished and the company will commence the constructional works as soon as the materials are imported into China from France. It is stated that within three years, Peking shall have an efficient tramway service, like Tientsin and Shanghai.

"Another tragic drowning fatality on the Huangpu was brought to light at a naval inquest held, last week, by Commander E. H. Cope, U.S.N., on Lewis Moransel, formerly a private in the U.S. Marine Corps. It was stated that deceased was returning from [illegible] and when about to board his ship, the *New Orleans*, fell into the river. When brought ashore on the tattered remains of his clothing was found a Victory medal, on the reverse of which was engraved the man's name, and this was the one clue to his identification. A first-class rifleman's badge was also still on his clothing. The body will be sent to America according to the usual custom. A verdict of death by accidental drowning was returned. It will be recalled, says the *N.-C. Daily News*, that an American merchant seaman lost his life in a similar manner when returning to his ship on a dark night, at about the same time last month.

Dr. Yen Teh-ching, one of the foremost of China's engineers, former Director-General of Railroads, has died at Hankow. He was a brother of Dr. V. K. Wellington Yen, Minister of Foreign Affairs. Dr. Yen Teh-ching recently returned from America where he gave many addresses on the Chinese railroads and the transportation problems. His early education was obtained in the Anglo-Chinese College and the French School in Shanghai. He then went to America where he took a further preparatory course and then matriculated at the University of Virginia. Completing that course he took his engineering course at Lehigh University. Returning to China he was appointed engineer for the Hankow and Canton Railroad project. Later he became assistant engineer of the Peking-Kalgan line and still later as engineer he played a large role in the completion of that road. After an examination before the Board of Education he obtained the degree of Doctor of Engineering. Dr. Yen was a member of a family notable in educational circles and all his brothers and a sister obtained foreign training. He was especially popular in America and was a member of the strongest fraternal organisations there.

FAR EASTERN CABLE NEWS

[THROUGH REUTER'S AGENCY.]

CHINESE CUSTOMS DUTY.

LONDON, July 6th.

In the House of Commons, replying to Mr. R. Waddington, Sir W. Mitchell-Thomson stated that he was unaware that the Chinese Government was proposing to raise the Customs duty from 5 per cent. to 10 per cent. He gathered that it was proposed to revise the Tariff in order to increase duties to the equivalent of an effective 5 per cent. The Treaty Powers were considering this.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

RANGOON RICE MARKET.

GOVERNMENT PROHIBITS EXPORT.

LONDON, July 7th.

The Government of India has prohibited the export of rice from Burma, except to India, it is understood, owing to conditions in some of the districts in India.

The rice market in Rangoon has, consequently, fallen to Rs. 550 per hundred caskets.

RIOTS IN ALIGARH.

SEVERAL REPORTED KILLED.

LONDON, July 7th.

The India Office announces that serious disturbances have taken place in Aligarh, United Provinces, which have arisen from the trial of a political agitator. The mob burned the police office, the post office and other buildings. Several were killed. The Commissioner is proceeding to Aligarh, where a detachment of armed police is being sent.

MADRAS STRIKE.

MEN ASSAULT EUROPEAN ENGINEER.

MADRAS, July 7th.

The industrial troubles as a result of the strike of cotton operatives continue. Two hundred persons assaulted a European engineer, and 1,400 workers at the Choolai Mills have joined the strikers.

NEW LONDON DOCK.

LARGEST PORT OF LONDON AUTHORITY UNDERTAKING.

LONDON, July 7th.

Their Majesties will open a new dock extending to the Victoria Albert system on July 8th. This is the largest work so far undertaken by the Port of London Authority, and will enable 30,000 tonners to be berthed within 6½ miles of the heart of the city. It provides a wet dock of 64 acres, of a depth of 38 feet, with fourteen berths for the largest steamers, also, a dry dock 75 feet long and capable of extension.

EARLIER CABLES.

BOLSHEVIKS AT STAMBOUL.

PLOT TO ASSASSINATE BRITISH COMMANDER-IN-CHIEF.

LONDON, July 6th.

In the House of Commons, at question time, Mr. Harmsworth stated that on June 29th the Commandor-in-Chief at Constantinople arrested 32 undesirables, of whom 18 belonging to the Russian trade delegation, were deported the same day. General Harington's action was necessitated by the discovery of a plot to start a revolution at Constantinople beginning with General Harington's assassination. Mr. Harmsworth said that a Note had been received from M. Krassin asking for an explanation. A reply was being considered, and Mr. Harmsworth deprecated further discussion, and promised to investigate.

CONCENTRATION OF MEDITERRANEAN FLEET.

MALTA, June 6th.

The continual movement of warships from Malta to the East is regarded as indicating that the situation at Constantinople is viewed with anxiety. Almost the whole of the Mediterranean Fleet is now concentrated upon, or is within easy reach of, Constantinople.

AUSTRALIANS v. LANCASHIRE

GREGORY'S DEADLY BOWLING.

LONDON, July 6th.

At Manchester in dull, breezy weather before 14,000 people, Lancashire, on a perfect wicket, were dismissed for 92, making a poor display against the bowling of Gregory, who took 5 wickets for 41, and Hendry, who took 4 for 30. The Australians scored 194 for 8, Bardsley making 71, including 10 fours, but he gave three chances.

INTER-VARSITY RESULT.

Cambridge beat Oxford by an innings and 24 runs.

RAILWAYMEN'S CONFERENCE

MR. THOMAS DISCUSSES PROSPECTS.

LONDON, July 6th.

Mr. J. H. Thomas, M.P., at the railwaymen's conference at Newcastle, said that they wanted peace in the railway service. He could not see any danger of a railway strike in August, but the directors must meet the men in a fair spirit.

TRIAL OF WAR CRIMINALS.

RESULT OF FIRST FRENCH CHARGES.

LEIPZIG, July 6th.

The first of the French list of war-criminal cases has been concluded, General Stenger being acquitted of the charge of ordering the shooting of prisoners taken in battle.

Captain Crusius, charged with shooting prisoners, has been convicted of manslaughter, and sentenced to two years' imprisonment and the loss of the right to wear uniform.

AMSTERDAM-PARIS EXPRESS DISASTER.

SUSPICIOUS CIRCUMSTANCES.

BRUSSELS, July 6th.

Six people were killed and 25 injured through the derailing of the Amsterdam-Press expresses between Tubize and Braine-le-Comte. Inquiry indicates foul play, as bolts had been removed from the rails.

LATEST CABLES.

BANQUE INDUSTRIELLE DE CHINE.

M. BRIAND'S PROPOSAL.

PARIS, July 7th.

The newspapers state that M. Briand read to the Senatorial Commission two telegrams in regard to the Banque Industrielle de Chine, firstly, assuring the French agents in the East of the solidarity of the French State with the great financial establishments, including the Banque Industrielle de Chine, and, secondly, asking the French Ambassador in London if support of high financial circles in London could be counted on to solve the difficulties of the bank.

The second telegram was sent on January 13th, but as the French Ambassador had just taken up new duties it was impossible for him to give the required information.

M. Briand indicated the probable constitution of a vast Consortium to take over the affairs of the Banque Industrielle de Chine.

IMPERIAL CONFERENCE.

FUTURE OF EGYPT TO BE DISCUSSED.

LONDON, July 7th.

The proceedings at the Empire Conference at Downing Street, yesterday afternoon, related entirely to Egypt. It was decided that the proposals for meeting Egyptian national aspirations and safeguarding Imperial interests, now being considered by the British Government, should be discussed in detail at a later date by the Dominions' Ministers and the representatives of India before the arrival of the Egyptian delegates.

The conference had met at the Treasury in the morning, and discussed for two hours German reparations and the allocation of German indemnities to the Dominions, India and the Crown Colonies. The Council had adjourned without arriving at a decision.

PROBLEM OF NAVAL DEFENCE.

LATER.

The naval defence of the Empire is now occupying the attention of the Imperial Conference. It is believed that the Conference has decided in favour of the principle of local defence. The discussions centre round the topics of mine-sweeping, wireless telegraphy, hydrography and oil-tanks. The last-named topic has assumed a position of outstanding importance in view of the decided opinion of naval authorities that oil will replace coal as the driving power of the future.

Most of the questions have been referred to a sub-Committee, under the chairmanship of Lord Lee, on which the Dominions will be represented, and which will have the advantage of the practical experience of Lord Beatty.

EARLIER CABLES.

MR. HUGHES ADVANCES CAUSE OF WIRELESS.

LONDON, July 7th.

The Imperial Conference discussed inter-Empire communications and decided to establish a committee, with Mr. Churchill as chairman, and representatives from Canada, Australia, New Zealand, South Africa, and India to consider, in consultation with the Board of Trade, the Air Ministry and the Post Office, the question of the practical means available at present for the development of Imperial communication by sea, air, cable, and wireless, and to report as soon as possible.

The lengthiest of the speeches was by Mr. Hughes, who urged the need of the various parts of the Empire having constant speedy intercommunication with each other and also with Great Britain. He predicted that the day was not far distant when the Dominions' Premiers would be in constant wireless communication, and saw no alternative if real participation of the Dominions in Empire affairs were to be attained.

Mr. Hughes urged that greater attention should be paid to Imperial public opinion. "It will become the dominant factor in regard to the Empire's future, yet the columns of the British Press pitiably travestied the truth as regards conditions obtaining in all the Dominions." He admitted that the cause was due to the fact that every word cabled cost from seven-and-sixpence to nine shillings. He outlined the wireless situation of the Empire and laid stress on the need for the complete modernisation of the system. He pointed out how America had flooded the world, especially the Far East, with propaganda news services.

Mr. Meighen (Canada), concurring as regards the paucity of news, drew attention to the fact that it was not that the news was not signalled but that the newspapers generally did not print Dominions cables. The Press was in the position of selling what goods were in chief demand.

Sir Thomas Smartt (South Africa) concurred that it was most difficult to suggest a remedy, but it was most important to find one.

ANGLO-JAPANESE ALLIANCE.

OFFICIAL OVERTURES TO UNITED STATES.

LONDON, July 6th.

A telegram from New York to the *Philadelphia Public Ledger* declares that official overtures have been made to America to join Great Britain and Japan in an agreement as regards the Pacific, and it is suggested that a tripartite agreement is receiving the most serious consideration of the United States Government.

SPANISH CABINET CRISIS.

MADRID, July 6th.

The Ministerial crisis has been settled. The old Cabinet remains, except that the Ministers of Finance and Justice have been superseded.

LATEST CABLES.

IRISH PEACE CONFERENCES.

GENERAL SMUTS TO REPORT TO THE KING.

LONDON, July 7th.

Sir James Craig, the Ulster Premier, and others concerned with the Irish situation are now conferring with General Smuts at the latter's headquarters in London. General Smuts, at the conclusion of the conference, will proceed to the Palace to report personally to His Majesty the King.

KING RECEIVES GENERAL SMUTS.

LATER.

His Majesty the King received General Smuts.

EARLIER CABLES.

MR. DE VALERA ASKS FOR NEUTRAL CHAIRMAN.

LONDON, July 6th.

General Smuts conferred with Mr. Lloyd George, Lord Birkenhead, Sir Hamar Greenwood, Mr. Balfour, and Mr. Shortt in London, this morning, on the Irish peace question. The papers state that Mr. De Valera is willing to attend a conference in London, provided that there be a neutral chairman, not Mr. Lloyd George.

GENERAL SMUTS' VIEWS.

LONDON, July 7th.

"At a dinner to the members of the Imperial Conference in London, General Smuts declared that he found the people of Ireland divided into two classes—namely, those in jail and those "on the run."—(Laughter). He found himself in the latter category.—(Laughter). An Irishman had to admit that he could do it just as well as they.—(Cheers). General Smuts humorously related his unsuccessful pursuit by Pressmen from Euston to Dublin and back. He thought that the Irish question was soluble—(loud cheers)—if there was a better atmosphere, if the parties were not actuated by ancient antipathy, but showed more goodwill and a determination to wipe out what was really a stain upon the Empire.—(Cheers).

Although not over sanguine, he was hopeful that, for the sake of the Empire, Ireland, and "this dear old country," the question would be solved and the Empire freed from the imputation that in that ancient part of the United Kingdom there still existed a violation of the fundamental principles on which the Empire rested.—(Cheers). He believed that the problem could be solved, because he had seen it solved in his own country under circumstances not so bitter, but, nevertheless, of the most difficult kind. The racial struggle went on in South Africa for a hundred years, but finally, in a spirit of large wisdom, of give-and-take and forebearance, the problem was solved, and to-day South Africa was one of the happiest countries in the British Empire.—(Cheers.)

OBITUARY.

LONDON, July 6th.

The death is announced of Lord Balfour of Burleigh.

THE H. B. WARING CO.

"MERELY MARY ANN."

Much has been, and could be, written, of the all-round excellence of the Waring productions and the consistency of the acting which has gone with them. Nothing is left to chance; nothing is haphazard. The stage management, scarcely ever thought of, or mentioned, is, in the present case, perfect, and adds its important quota to the general measure of success achieved. And this department has had to be perfect in the varying type of play which this Company has presented. "When is a Repertory not a Repertory?" asked the late H. Beerbohm Tree, and answered with "When it's a success." Therefore, it can be said that the present week of Repertory is not a Repertory, because of its great success. It is interesting, by the way, to notice the name of Mr. Charles Quartermain, the leader of the Waring Co., mentioned in "the inimitable Max's book of essays on his stepbrother, the late Herbert Beerbohm Tree. In the first essay written by Mrs. Tree, there is a reference to a revival of "The School for Scandal" at His Majesty's Theatre, and to the "miraculous cast" which took part in it, and the name of Mr. Quartermaine is mentioned as one of the few left to speak of "that happy and wonderul revival."

This is a perhaps unnecessary prelude to a notice of "Merely Mary Ann," which occupied the stage last evening. Israel Zangwill's novel of that name entertained us all greatly some years ago. The tale of Mary Ann, the servant girl, and the Lodger is told with the unerring sureness and artistry of a great writer. It is a book one can recommend. Conjecture was rife as to how the story, or what part of it, would develop, and the ability of those concerned to get the necessary atmosphere across the footlights. The Waring Co. made the most of the few opportunities which Mr. Zangwill gives in the adaptation of his novel. The story as given on the stage is disappointingly thin. Not the acting though. In the title role, Miss Edith Smith gave a faithful portrait of Mary Ann, full of sentiment, full of the beauties of life as they appear to her in the narrow limit of her environment. Miss May Hallatt added to the laurels she has earned for herself by the portrayal of Rosie, the landlady's daughter. Mr. H. B. Waring made a welcome appearance as Lancelot, the composer, and was well supported by his colleagues.

The company appear to-night in "Mrs. Gorringe's Necklace," and close their brief season on Saturday with "Purse Strings."

RAILWAY CARS AND LOCOMOTIVES.

TENDERS OPENED AT PEKING.

PEKING, June 30th.

There were over one hundred people, Chinese, American, British, French, German, and Japanese gathered in the Auditorium of the Peking Bankers' Association, yesterday afternoon, from 2 p.m. to 5 p.m., to witness the opening before the public the tenders for different types of cars and locomotives invited by the Ministry of Communications and the Chinese Railway Car Loan Banking Group. Among these people there were representatives of the Chinese Railway Car Loan Banking Group, Directors of different railroads, and representatives of thirty-six companies which sent in the tenders.

THE TENDERS.

The tenders in question are: 30 locomotives of the Prairie type, 2 locomotives of the Mikado type, 3 locomotives of the Pacific type, 6 locomotives of the 200 40-metric to All steel covered waggons and 100 40-metric ton all steel high side open waggons for the Peking-Hankow, Peking-Suiyuan, Tientsin-Pukow, and Shanghai-Hangchow-Ningpo Railways.

PROCEDURE AT THE OPENING.

The representatives from the Ministry of Communications and those from the Banking Group officiated at the tender-opening. Each tender was opened before the audience and its contents were read out for recording purposes. On account of limited time allowed, only the quotations for different article as submitted by different tenders were read, and time of delivery and terms of payment specified in the tenders were not publicly announced, though all of which will be taken into consideration when a decision is to be made as to which tender the order should be placed.

EXAMINATION COMMITTEE.

All the tenders opened yesterday will be carefully examined to-day by a special Examination Committee of Eleven Members, five from the Banking Group and six from the Ministry of Communications, to be chosen this morning in the Bankers' Association. The Committee will finish their examination to-night, and the result of the examination and the tender who is to get the orders will be announced Monday morning by a public notice to be posted in front of the Bankers' Association. It was announced yesterday that in examining the tenders to-day, everything mentioned in the tenders will be taken into consideration, and quotations quoted in different currency systems will be reduced into one currency unit according to yesterday's rate of exchange at Shanghai.

DISQUALIFIED TENDERS.

Two of the tenders were pronounced as disqualified in the meeting yesterday. One tender was submitted in through a telegram and not through the registered letter as specified in the regulations governing the submitting of tenders. This tender was sent from Hunan by the firm "Hunan Trading Corporation," a Chinese German trading company. Another tender that was pronounced disqualified was from a French firm, submitted through hand, not through mail, shortly after 4 p.m., yesterday, two hours after the tender-opening had started.

HISTORICAL SIGNIFICANCE.

The tender-opening yesterday was the first gathering of its kind in China. In the old days, when any of the Chinese railroads wished to purchase additional cars and locomotives, the deed was generaly concluded through secret communications and private negotiations; and hence very often favouritism and corruption on both parties, particularly on the Chinese side, happened. But the present purchase presents a different phenomenon altogether. It provides an open chance for every firm that wishes to get the business so long it can quote the lowest price for the goods needed and meet all the requirements as specified in the regulations. It also stops all unnecessary corruptions and unbusinesslike practices. It is in these aspects that the tender opening yesterday was considered by all as full of historical significance.—*Peking News.*

TYPHOON IN MANILA.

Mr. W. Frecar, who arrived in the Colony, yesterday, from Manila, had rather an unforgettable experience there when the typhoon struck the city. He was going in a carriage to the Manila Hotel, when suddenly he found himself in the midst of the typhoon. It was impossible for him to make much progress in the storm, as the horse could make no headway against the raging winds. The rain seemed to slash one on the face, like a whip. Mr. Frecar said, and he and his friends with him in the carriage had a narrow escape from coming to grief, as the carriage was practically blown away, but a tree against which the carriage struck prevented it from turning over completely.

Mr. Frecar saw a mighty tree uprooted and carried away, as if it were a wisp of straw. All the posts supporting the electric light and telephone wires were laid low, and the Bandman Opera Co., which is now having crowded houses in Manila, was unable to give a performance on Monday night, much to the disappointment of the many people who had booked seats.

Mr. Frecar said the typhoon was one of his worst experiences he ever had and Mr. Frecar has, as the expression goes, travelled "some." Asked about his worst experience, Mr. Frecar thought that a rain-storm in Africa easily took pride of place. He once saw in Africa little streams changed into roaring rivers in a trice.

By the way, Mr. Frecar brought the news of the approaching visit of the Bandman Opera Company for a short season here. The company has had to curtail its season in Manila, in order to fulfil the engagement in Hongkong, and will give its first performance at the Theatre Royal on or about July 16th.

ANGLO-JAPANESE ALLIANCE.

A JAPANESE OFFICIAL STATEMENT.

JAPAN AND THE UNITED STATES.

The following official statement, issued by the Japanese Foreign Office, has been communicated to us by Mr. Ohmori, the Acting Japanese Consul-General in Hongkong:—

"A commencement has not yet been made with negotiations in respect of the continuation of the alliance between Great Britain and Japan. Yet work of propaganda appears already to have been set on foot with the object of misrepresenting the effect which the alliance is likely to produce upon the United States. By no stretch of imagination can it be honestly said that the alliance was ever designed or remotely intended as an instrument of hostility or even defence against the United States. The Anglo-Japanese alliance in its history of nearly twenty years has twice been renewed. In each case the fundamental policy underlying it has remained unchanged. It aims permanently to preserve and to consolidate the general peace of the Far East. The original agreement of 1902 in line with that policy was designed to localize any war which might be forced upon either contracting party in defence of its defined interests or its vital security. It was made at a time when China was under the menace of foreign aggression and the United States, showing the utmost friendliess towards both parties to the alliance, viewed the compact with sympathy and approval.

In 1905, when the alliance was renewed and revised to meet the changed conditions that followed the Russo-Japanese war, no thought occurred to the statesmen of either country that the United States might possibly become the potential enemy of either, and for that reason, and that alone, no provision was inserted taking so remote a contingency into consideration. The Alliance was again revised in 1911 and Article 4 of that agreement contains the following provision: "Should either high contracting party conclude a treaty of general arbitration with a third power it is agreed that nothing in this agreement shall entail upon such contracting party an obligation to go to war with the power with whom such treaty of arbitration is in force." That provision in its relation to the United States has often been made the subject of conflicting interpretations. To the practical mind, however, the circumstances which led up to its inclusion should at once suffice to remove all doubt as to its significance. That idea of revising the alliance in 1911 was conceived primarily with the object of facilitating the negotiations which were known to be then in progress beween London and Washington for the conclusion of a general arbitration treaty.

Neither Japan nor Great Britain has ever contemplated under the alliance any *casus foederis* prejudicial or inimical to the United States and any plan designed to remove the possibility of armed conflict between the United States and Great Britain was, of course, agreeable to Japan. It was in pursuance of this policy that the quoted provision of Article 4 was adopted. The same policy inspires Japan as strongly to-day as ever before. It has not in any degree been affected by the fact that the Anglo-American general arbitration treaty failed to secure the approval of the United States Senate. Nor is it practically necessary to carry on the legal analysis of the question as to whether or not the Peace Commission Treaty signed and ratified by the United States and Great Britain in 1914 should be continued as a general arbitration treaty within the meaning of Article 4 of the Anglo-Japanese agreement. For, apart from that question, it was already well understood at the time of negotiating the existing agreement that the alliance should in no case be directed against the United States.

In explanation of Japan's attitude, Count Uchida, the Japanese Foreign Minister, made the following statement to the Budget Committee of the Japanese House of Representatives on February 4th, 1921: "So far as I understand, when Article 4 of the treaty (Anglo-Japanese) was inserted, the United States was specifically in mind, and, therefore, as practical matter the question whether the general arbitration treaty mentioned in Article 4 has been ratified by the United States or not makes no particular difference. In other words, looking at the matter from a broad point of view, we can safely say that already at the time of the conclusion of the treaty (Anglo-Japanese Alliance) it was understood that there should be no application of this treaty to the United States. Japan is naturally anxious to strengthen the tide of friendship and loyal co-operation between herself and the British Empire, which she regards as of the utmost importance to the stability of the Far East. At the *same time it is* the firmly fixed determination of Japan to permit nothing to hamper her traditional relations of good understanding with the United States. She is satisfied that these two relations are in no way incompatible, but, on the contrary, are complementary and even essential to each other.

JAPAN AND CHINA.

"Charges have sometimes been made that the Alliance tends to encourage aggressive design on the part of Japan in China. If this were the case, it would be contrary to the preamble of the agreement which provides for the preservation of the common interests of all Powers in China by insuring the independence and integrity of the Chinese Empire and the principle of equal opportunities for the commerce and industry of all nations in China. Japan fully realises that any such venture on aggression would be not only hopeless of

(*Continued at foot of next column.*)

attainment but destructive of her own security and welfare. She sincerely wishes for China early and stable government. She desires to cultivate relations with that country along the path of mutual respect and helpfulness. Her vast commercial interests alone, even were there no other consideration involved, point unmistakably to the wisdom of such a policy. This is the basic principle of the Anglo-Japanese Alliance. The influence of the Alliance has been in no single instance exercised in an adverse direction."

THE RICE TROUBLE AT SHANGHAI.

AN EXPLANATION BY THE SHANGHAI MUNICIPAL COUNCIL.

The objects of the new rice licences which have caused a strike of the rice dealers in Shanghai may be gathered from the following letter written by the Secretary of the Municipal Council to the General Secretary of the Chinese General Chamber of Commerce:—

Council Room,

SHANGHAI, June 25th, 1921.

GENTLEMEN,—I have to acknowledge receipt of your letter of June 22nd on the subject of rice licences, and in reply to state that the Council notes with satisfaction your assurances that the Chin Ku Rice Guild has been informed that no hardship whatever will be caused to peaceable and law-abiding rice dealers.

It is noted that the Guild now states that the rice shops cannot obtain sufficient stocks of rice because they are apprehensive of violating the Municipal regulations against hoarding and profiteering, and it is therefore suggested that the licensing procedure be cancelled.

To every public improvement there are opponents, on public or personal, on real or fanciful grounds, and the rice licensing procedure is no exception. It is impossible, however, to cancel any reasonable measures undertaken for the public good because it is feared that irresponsible people might abuse it. Rather is it requisite and desirable that the rice shops should co-operate with the Council in every way, and bring to light without the least delay any in which abuse is committed by any person of those plain and simple conditions which are set forth on the licence.

In these conditions, there are but two which do not appear upon every licence in the Settlement, and are, therefore, special and peculiar to the rice shops. No. 5 requires that a correct stock record be kept so that the total quantity of grain available can at any time be ascertained. It is not intended to make the rice shops make periodical returns or to trouble them in any way, and there is no reason to suppose that after July 1st, the position of the rice shops will be any different from what it is now.

The other condition, No. 6, requires that rice shops shall observe all regulations directed against hoarding or profiteering. There are no such regulations at the present time, and the Council trusts it will never be compelled to make them. But if a state of emergency were to arise, with popular tumult and disturbance, the shops are surely aware that while they would receive adequate protection, they would have to obey all special regulations, whether licensed or not. Therefore, Condition No. 6 adds nothing and takes away nothing, to the Council's existing regulations, and is merely stated on the licence for regularity of procedure.

I may add for your information that there is no present necessity for visits to rice shops by representatives of the Health Office. The latter have neither the requisite number of staff available, nor, in the case of uncooked rice, is there apparent need for such supervision.

Briefly then, the position is this, that the Police will from time to time ascertain whether each shop has a licence. If such is the case no further action will ordinarily be taken. When however, the Council requires to be in possession of information as to the quantity of rice available, the official authorized will be empowered to make the requisite enquiry.

I need hardly remind you, however, that if the six big Guilds you mention, of their own accord, should be able to obtain correct information as to the quantity of rice, the Commissioner of Police would doubtless readily accept their statement, so that the occasions upon which it would be necessary to take the trouble to visit each rice shop would be very infrequent, while in the case of the small shops, it would probably not be necessary to control them at all. At the same time the powers of the officers concerned in the matter must be made so plain that there can at no time be cause for misunderstanding in the slightest degree.

These then, are the details as to the manner in which the licensing is expected to work, and it is not to be supposed that, except for the obligation to keep books and pay $1 per half year for registration, that any rice shop will be more troubled by licensing than it is at present.

I am to add, for the information of all concerned, that, while the Council will not refrain from putting into force those licensing measures which are undertaken for the public good, on account of the short-sighted opposition of ignorant and foolish persons, it is, at all times ready to redress grievances, and if therefore, within three months any rice shop owners consider that they are caused hardship by reason of the licensing procedure, the Council is willing to give their representations its careful and sympathetic consideration.

Since, therefore, certain of the rice shops have enlisted your assistance in making their representations, this reply accordingly is made to you direct, and I have to express the Council's expectation that, in accordance with those excellent traditions of close co-operation and maintenance of harmony, which have always characterized the relations between the Council and yourselves, you will take such steps as are necessary to remove all misapprehension and assure the concerned of the Council's watchful care over all engaged in the legitimate furtherance of trade in the Settlement.

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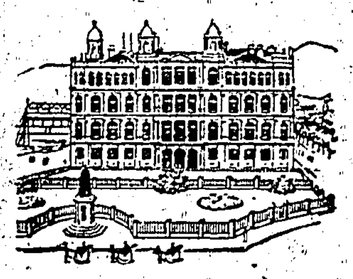

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A GOLF FALLACY.

THE OVERLAPPING GRIP.

Much has been written for and against the overlapping grip, but a correspondent writing to the *Times* puts the case against it briefly, and in a manner which hardly admits of argument.

He says, The "overlapping" grip, it may be said, was introduced by Harry Vardon and John Henry Taylor, although I have heard that Mr. John E. Laidlay always played with it. I have never asked him if this is so, but my recollections of him in his days of prowess are that he did not, except perhaps for short mashie shots.

Harry Vardon and Taylor revolutionised golf, inasmuch as they discarded the orthodox "St. Andrew's swing" and adopted what is now described as the punch, and, because they happened to fancy this particular grip, golfers, as a body, rushed to adopt it, fondly imagining that by so doing they would become a Vardon, Taylor, or Braid. I should estimate the loss of control by the use of this grip over the palm grip as not less than 50 per cent., this being especially the case in iron play, where absolute control is essential. I am, myself, possessed of an average hand and wrist, and have for a number of years more than coquetted with this grip, with the object of convincing myself either of its merits or demerits; and I am bound to admit that I have failed to find anything in its favour, and am further convinced that few amateurs have the power to use it, except to the detriment of their game. I have found this grip to particularly fail in iron play, where more power and more control is necessary than with wood. I think I may describe the iron shot as a punch off the wrist and forearm. To accomplish this successfully a considerable amount of reserve power is a necessity. The bulk of players, using this grip, have no reserve power; in fact, for a long shot many are short of it, that is if the shot is to be correctly played. As a consequence, they instinctively introduce the body to supply the power which they lack, with results which are well-known to every golfer.

Now, to sum up. What has this grip produced in the line of amateur golfers, for after all this is the crux of the situation: are they better or worse than those of 20 years ago? I do not think I shall be contradicted if I assert that they are worse. Have we a John Ball, a Freddy Tait, a Harold Hilton, a Johnnie Laidlay, or a Horace Hutchinson, the latter in his earlier days a great exponent of the game and most attractive to watch? All or any of these players could at all times be relied upon to give a good account of himself in any company, being constantly well up in the Open Championship.

SEX DETERMINATION.

A paper on sex determination was read a the Royal Institute recently, by Professor W. Bateson, who said that one of the chief advances of recent genetical research related to the determination of sex, the nature of which was now fairly clear. By breeding experiments, conducted on Mendelian lines, it had now been proved that sex was determined by one or other of the two cells which united in fertilisation. The heredity of sex was not essentially distinct from that of colour or any attribute. In the case of birds and moths, the eggs were of two kinds, destined to produce either females or males. In "man, flies, and certain worms" sex depended on the differentiation of male cell. Sometimes it was possible to distinguish the cells with these different potentialities microscopically, but commonly the proof was obtained by tracing the descent of some characteristic linked up with sex. After fertilisation the actual sex could not usually be controlled. Twins, arising by the division of one fertilised egg, were of the same sex. Recent work had shown that in some animals the secondary sexual course could be modified in various ways. In cattle the presence of a male twin together with a female could so alter the female that it became sterile, being known to farmers as a "freemartin." By various methods of interference, such as hybridisation, changes of temperature, etc., striking alteration, in the proportions of sexes could be brought about in special cases; but there was no reason as yet, to suppose that any interference of this sort was practicable in regard to man, or the domesticated animals.

SLANGUAGE OF THE FUTURE.

PROFESSOR PUTS THE OLD WORLD WISE.

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I have noticed a distinct worsening of the morals in public life since I was young.—*Sir Herbert Nield, M.P.*

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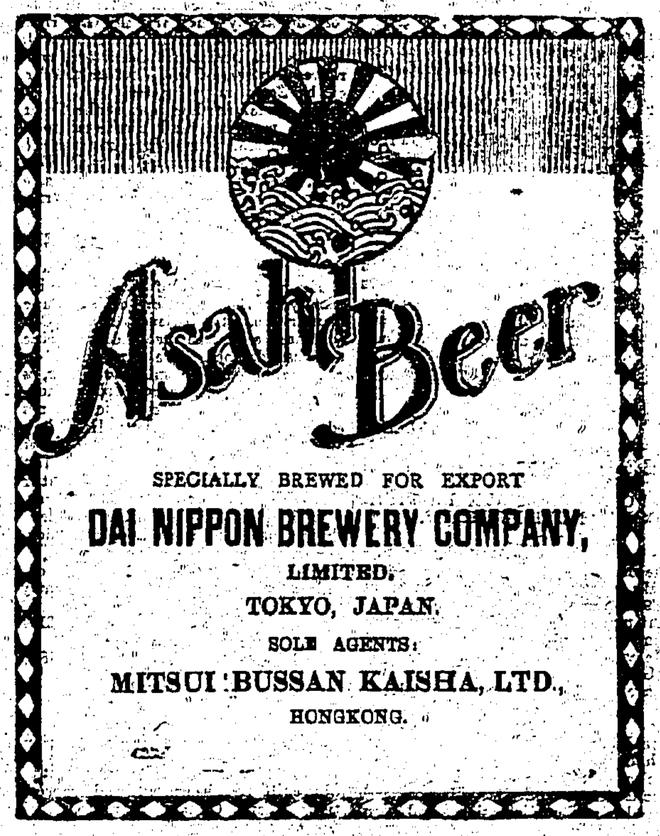

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THE Steamship "DILWARA," Captain Babb, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, the 9th, JULY, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 P.M., the day before sailing. The contents and value of all packages are required.

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Hongkong, June 27th, 1921. 1109

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BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1920

With INDEX, Price $7.50,
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DODWELL & CO., LIMITED.

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for NEW YORK via Suez.

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s.s. "CILICIA"... ... ...sailing end of July.

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N. Y. K.

NIPPON YUSEN KAISHA

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SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU	(omitting Manila) ...	Tuesday,	12th July, at 11 a.m
SUWA MARU		Friday,	29th July, at 11 a.m.
FUSHIMI MARU (omitting Manila) ...		Tuesday,	23rd Aug. at 11 a.m.
KATORI MARU		Friday,	9th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

KAGA MARU		Friday,	8th July, at 11 a.m.
YOKOHAMA MARU		Saturday,	31st July, at 11 a.m.
KLEIST		Friday,	5th Aug., at 11 a.m
MISHIMA MARU		Friday,	19th Aug., at 11 a.m

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU		Friday,	8th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU		Tuesday,	19th July, at 11 a.m.
AKI MARU		Tuesday,	16th Aug., at 11 a.m.
TANGO MARU		Tuesday,	20th Sept., at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOYO MARU...		Friday,	8th July.

SOUTH AMERICAN PORTS via CAPE.

KANAGAWA MARU		Friday,	16th September

BOMBAY & COLOMBO via Singapore.

TOTOMI MARU		Sunday,	10th July.
WAKASA MARU		Monday,	25th July.

CALCUTTA & RANGOON via Singapore & Penang

MURORAN MARU		Wednesday,	...

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU		Saturday,	16th July, at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU		Friday,	8th July, at 11 a.m
TAMBA MARU...		Tuesday,	12th July.
YOKOHAMA MARU (Kobe direct) ...		Wednesday,	13th July.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293. K. KAMEI, Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. LTD.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG
Sailing from Hongkong.

FOR HAIPHONG via Pakhoi
S.S. "HOZUI MARU" ... ... on or about 21st July.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... ... on or about 21st July.

For further particulars, please apply to—
M. KOBAYASHI,
Agent,

Branch Office, No. 37, Bonham Strand, West, Tel. No. 155.
Top Floor, King's Building, Tel. No. 140.

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BRITISH TRADE WITH RUSSIA.

INSTRUCTIONS TO PEOPLE'S COMMISSARIATS.

Moscow, May 15th.

The following is a decree of the Soviet Government designed to put into effect the various provisions of the Anglo-Russian Trade Agreement:—

In connexion with the signing of the Trade Agreement between the Russian Socialist Federal Soviet Republic and Great Britain on March 16th, the Council of People's Commissars has decided:—

INSTRUCTIONS TO PEOPLE'S COMMISSARIAT OF NAVAL AFFAIRS.

(A) To instruct the People's Commissariat of Naval Affairs:—

1.—To consider as ports open to foreign commercial vessels the White Sea ports, Murmansk, Sevastopol, Feodosia and Novorossisk, and likewise, after the channels have been freed from mines, in the Baltic Sea, Kronstadt, and in the Sea of Azov, Genichesk, Mariupol and Rostov.

2.—To clear at once from mines and mark with buoys and naval signs the routes to the ports of Kronstadt, first by the coast channel, the same with respect to the routes of Murmansk, Genichesk and Rostov, and to clear the mines from the entrance to the Sea of Azov.

3.—To arrange for meeting and convoying ships to these ports and to publish rules for vessels approaching the ports and for the reception of arriving vessels.

4.—To present to the People's Commissariat of Foreign Affairs a questionnaire covering the information necessary for our trawling activities, which the British Government, according to Article 3, paragraph 2, of the agreement, agrees to communicate to the Russian Government, namely, information about mines laid by British vessels and by vessels of the Grand Fleet and others in the zones of approach to Russian ports, and also information as to the channels and mine fields and the degree of security of navigation in the various sea areas, so far as this information is at the disposal of the British Government.

5.—To present to the People's Commissariat of Foreign Affairs information regarding the mine fields laid during the world war in the open sea outside territorial waters, which shall for this purpose be considered as extending ten miles from shore, with the exception of the mines fields in sea areas essential to the defence of our shore, in which areas the zones which foreign ships must not cross shall be accurately indicated.

INSTRUCTIONS TO PEOPLE'S COMMISSARIAT OF THE INTERIOR.

(B) To instruct the People's Commissariat of the Interior:—

1.—To adopt the necessary measures for the immediate repatriation of British subjects who have not yet left Russia and who submit the necessary declarations, and to give to the proper administrative departments the necessary instructions and rules for this purpose.

2.—To make, in co-operation with the respective People's Commissariats, rules for establishing the personal prerogatives of the official agents of the British Government who may enter Russia according to Article 5 of the agreement, which prerogatives are guaranteed by said Article; and also to make the rules for the relations between these agents and the organs of the Soviet power, in accordance with the same Article 5, and likewise to adopt measures for the exact observance of these rules by the local authorities.

3.—To make, in co-operation with the respective People's Commissariats, rules to exempt goods of British origin from requisition in Soviet Russia, as provided for by the trade agreement.

4.—In pursuance of Articles 1, 4 and 6 of the British agreement, to issue in conjunction with the respective People's Commissariats, circulars of instruction to the local authorities, explaining the provisions to be made, within the limits of existing legislation, for the privileges, rights and facilities to be extended to British commercial vessels and British subjects entering Russian harbours or admitted into Russian territory for the purpose of conducting commerce, and likewise explaining the rules to be observed in exempting such British subjects from public services and taxes, and for their free egress.

5.—To make rules for the sojourn of British citizens on Russian territory, fixing in co-operation with the respective departments, the areas and localities to which access shall be limited for such British citizens.

6.—To make in conjunction with the People's Commissariat of Foreign Trade, the conditions and rules for visas on documents issued or certified by the authorities for the purpose of carring out trade relations between the two countries.

INSTRUCTION TO PEOPLE'S COMMISSARIAT OF FOREIGN TRADE.

(C) To instruct the People's Commissariat of Foreign Trade:

1.—To revoke the prohibitions against the shipment of goods to Great Britain.

2.—To adopt, in co-operation with the respective People's Commissariats, all necessary measures for facilitating the resumption of trade with Great Britain, by making arrangements in ports, warehouses, custom houses, and with the exportation services for the collection and sorting of raw materials and other commodities of export required by Britain.

3.—To adopt measures for the immediate organization of Russian trade representation in Great Britain.

4.—To make, in co-operation with the respective People's Commissariat, rules carrying out Article 4, paragraph 5, of the British agreement regarding the facilities to be accorded British citizens for the possession of articles of household and personal use.

INSTRUCTIONS TO PEOPLE'S COMMISSARIAT OF POST AND TELEGRAPH.

(D) To instruct the People's Commissariat of Post and Telegraph: to adopt, supplementary to the measures already in force, further measures to give effect to Article 4, paragraphs 3 and 4, and Article 5, paragraphs 2 and 3, and Article 7 of the British agreement.

INSTRUCTIONS TO BOARD OF PUBLIC ECONOMY.

(E) To instruct the Governing Board (Presidium) of the Supreme Council of Public Economy, pursuant to paragraph 2 of the declaration of claims annexed to the agreement, to adopt the necessary measures for determining the quality and proportion of goods belonging to British citizens taken under control by the Soviet Government.

INSTRUCTIONS TO OTHER PEOPLE'S COMMISSARIATS.

(F) To direct all the People's Commissariats to submit to the Council of People's Commissars drafts of measures in addition to those set forth above which may be necessary for the successful carrying out of the Trade Agreement but which are outside the jurisdiction of the respective Commissariats.

(Sd.) Chairman of the Council of People's Commissars,
V. ULIANOV (LENIN).
Director of Affairs of the Council of People's Commissars,
N. GORBUNOV.
L. FOTYEVA, Secretary.—
—Reuter Agency.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Kwong Sang Chong	Taingtau
Dai Loy	Shanghai
Leong Wong How, 11, Hing Horn Road	Shanghai
Kwan Sang Tong, Chung Kwok Street, Central ...	Shanghai
Sawkshong, 82, Des Voeux, Yat Lai Chan	Amoy
Lingsiem, 8, Caine Road ...	Shanghai
Yu Woo Chong	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Chilco	Macao
Corrades Irsole, Peak Hotel Anticoli	
Helen Let, Passenger *Kleist* London, P.O	
Lebris Kleist	Nice

re-transmitted from Singapor

WEATHER REPORT.

July 7th, at 5.33.—Local signal No. 4 lowered.

July 7th, at 11.55.—Warning to Hongkong, Coast Ports, &c.:—A severe typhoon within 60 miles of Lat. 20 deg. N., and Long. 108 deg. E., moving W.N.W.

July 7th, at 11.58.—Pressure has increased slightly at Hongkong, and decreased moderately at Haiphong. It is nearly stationary at other reporting stations.

At 6 a.m. this morning the typhoon was near the centre of the Gulf of Tongking, moving W.N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.25 inches. Total since January 1st, 65.41 inches against an average of 41.87 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	S.E. winds, moderate; fair.
Formosa Channel	East winds, fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	Easterly gale, moderating.

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CHAPOTEAUT'S
MORRHUOL

Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules. Sold by all Chemists.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

	SAILINGS, SUBJECT TO ALTERATION		
MANILA	"LOONGSANG"	...Fri.,	8th July, 5 p.m.
SHANGHAI via SWATOW... ...	"CHOYSANG"	...Sun.,	10th July, D'light.
SHANGHAI and KOBE	"KUMSANG"	....Sun.,	10th July, 10 a.m.
SHANGHAI	"HOPSANG"	....Mon.,	11th July, Noon.
HAIPHONG via HOIHOW	"LOKSANG"	....Tues.,	12th July, 10 a.m.
BANGKOK via SWATOW	"LEESANG"	....Tues.,	12th July, Noon.
SANDAKAN	"HINSANG"	....Tues.,	12th July, 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	...Tues.,	12th July, Noon.
SHANGHAI & TSINGTAU via SWATOW	"WAISHING"	...Wed.,	13th July, Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "NAMSANG" will be despatched on or about Tuesday, 12th July, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—
Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS.

TELEPHONE No. 215.

6

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
S.S. "GLENSHANE"	12th July.
M.V. "GLENAMOY"	23rd July.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAVY"	20th July	GENOA, LONDON & HAMBURG.
M.V. "GLENLUCE"	25th July	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENAMOY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM.
M.V. "GLENADE"	26th Sept.	GLASGOW & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub. 5 or 23, and 2696. 18

Cable Address: Kawakisen, Kobe.
Bentley's A.B.C. 5th Ed. and Scott's Codes.

Telephone: Sannenly 3844, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - - ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ARA.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA.
No. 8, BUND, KOBE.

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SHIPPING NEWS

ARRIVALS

July 6th.

City of Norwich, British str., 4,346 tons, Capt. W. Myles, from Shanghai, with a general cargo.—Bank Line.

Kaijo Maru, Japanese str., 2,015 tons, Capt. S. Nomura, from Keelung *viâ* Amoy and Swatow, with coal.—O.S.K.

Kumsang, British str., 3,637 tons, Capt. T. Grant, from Calcutta, with a general cargo.—Jardine, Matheson & Co.

Tjilatjap, Dutch str., 2,740 tons, Capt. C. Weide, from Sourabaya, with a general cargo.—J.C.J.L.

July 7th.

Arcturus, American str., 3,316 tons, Capt. Capt. Matthews, from Whampoa, in ballast.—Struthers & Dixon.

Empress of Japan, British str., 3,039 tons, Capt. A. V. Lovegrove, from Vancouver, with a general cargo.—C.P.O.S.

Gregory Apcar, British str., Capt. B. N. Williams, from Calcutta and Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Kashima Maru, Japanese str., 6,120 tons, Capt. K. Itsuno, from Seattle and Manila, with a general cargo.—N.Y.K.

Kiukiang, British str., 1,228 tons, Capt. Harding, from Shanghai, with a general cargo.—B. & S.

Mishima Maru, Japanese str., 4,916 tons, Capt. K. Okamoto, from London and Singapore, with a general cargo.—N.Y.K.

Taketoyo Maru, Japanese str., 4,330 tons, Capt. S. Akiyoshi, from Moji, with a general cargo.—N.Y.K.

Tsuyama Maru, Japanese str., 4,206 tons, Capt. T. Sonoyama, from Dairen, with a general cargo.—N.Y.K.

Yingchow, British str., 1,216 tons, Capt. G. Byers, from Shanghai and Swatow, with a general cargo.—B. & S.

CLEARANCES.

July 7th.

Arcturus, for Manila.
Changchow, for Swatow.
Haleric, for Shanghai.
Hok Canton, for K. C. Wan.
Hydrangea, for Swatow.
Kiukiang, for Canton.
Kwaiwah, for Tourane.
Mahon, for Haiphong.
Pootee, for K. C. Wan.
Soochow, for Amoy.
Tjilatjap, for Swatow.
Tjipanas, for Saigon.
Tjisondari, for Miike.
Tsuyama Maru, for Singapore.
Yingchow, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Nagasaki on July 7th, at 7 a.m., was to leave there at 3 p.m., and is due at Shanghai to-day, at 2 p.m.

The P. & O. Co.'s s.s. *Kalyan* left Singapore for this port on the 6th inst., at noon, and is due here on the 11th instant, at about 7 a.m.

VESSELS EXPECTED.

Ascanius (Blue Funnel), due August 7th.
Bolton Castle (Barber line), from New York, due end of July.
Cyclops (Blue Funnel), due July 19th.
Dilwara (P. & O.), due July 8th, at about 7 a.m.
Empress of Asia, due July 14th.
Elpenor (Blue Funnel), due August 21st.
Empress of Asia (R.M.S.), due July 14th, at 7 a.m.
Eurydamas (Blue Funnel line), due to-day.
Glaucus (Blue Funnel), due August 14th.
Haleric (American & Oriental), from New York, due begining of July.
Ningchow (Blue Funnel), due August 10th.
Sado Maru (N.Y.K.), due July 21st.
Tamba Maru (N.Y.K.), due July 11th.
Teiresias (Blue Funnel line), due July 10th.
Totomi Maru (N.Y.K.), from Japan, due July 9th.

PASSENGERS.

ARRIVALS.

Per s.s. *Kumsang*, on July 6th:—Mrs. Pearse, Miss Pearse and Mrs. Fraser.

Per R.M.S. *Empress of Japan*, on July 7th:—Mr. A. M. Anderson, Mr. W. R. Augur, Mr. G. A. Benson, Mr. E. Des Vœux, Mr. C. N. Dall, Mrs. S. Ellas, Mr. R. A. Foulks, Mr., Mrs. and Miss Isaac, Miss K. Logan, Mr. A. C. Lofts, Mr. W. A. Stephens, Mr. R. Weustoft, Mr. John Fiske, Mr. C. G. Patterson, Mr. H. Austin, Messrs. H. A. S. and R. H. S. Alves, Mr. and Mrs. Ballerand, Mr. B. Christiansen, Mr. C. H. Douglas, Mr. and Mrs. Duffield, Messrs. J. H. and E. J. Figueredo, Mrs. L. B. Kean Karelle, Mr. C. Y. Lee, Miss Margaret, Mr., Mrs. and Miss Swire, Mr. H. A. Wiley, Mr. and Mrs. F. Keane.

DEPARTURES.

Per s.s. *Golden State*, on July 6th:—For San Francisco, Mr. V. Bernard, Mr. C. O. Bohanannon, Dr. and Mrs. J. W. Creighton and family, Mrs. L. M. Cook, Mr. and Mrs. H. H. Deering, Mr. G. L. Dunning, Miss A. Dodge, Mr. H. T. Edwards, Miss A. Evans, Rev. and Mrs. C. O. Funk and family, Mrs. B. Hughes, Mr. R. R. Hind, Mr. and Mrs. E. W. Joy, Mr. M. L. Kemper, Mrs. C. T. Lewis, Miss H. Lewis, Miss R. Lewis, Miss M. Lopez, Mr. and Mrs. R. E. Miller, Miss H. Moorhead, Mr. and Mrs. Hugo Miller, Mr. R. C. Morton, Mrs. A. McMahan, Mr. J. A. McAteer, Miss F. Pike, Mr. and Mrs. B. Rowland, Mr. and Mrs. C. H. Rowell and family, Mr. and C. Rodriguez, Mrs. B. Schechter, Miss R. Sperry, Mr. and Mrs. A. C. Thomson and family, Mr. and Mrs. J. H. Wilcox, Mr. A. C. Weigel, Mrs. and Miss A. Wittenberg, Mr. and Mrs. A. G. Warner. For Honolulu, Mrs. A. J. Levie. For Yokohama, Dr. and Mrs. J. C. Hoag. For Kobe, Mr. P. R. Byrne, Mr. J. Koezumi. For Shanghai, Mrs. F. M. Y. Botelho, Mr. and Mrs. D. M. Biggar, Mr. and Mrs. B. de Britto, Miss C. Castro, Master J. Cabral, Master L. Cabral, Master A. Cabral, Master E. de Carvalho, Miss E. Carvalho, Mr. C. Castro, Mrs. J. R. Capell, Miss D. Capell, Master R. Capell, Mrs. H. J. Collis, Mr. D. P. Fletcher, Mr. E. Farrell, Mr. C. Fritz, Mrs. J. Gibson, Master J. Herz, Miss G. Harlowe, Mr. A. Heinberg, Mr. W. B. Kennett, Mr. E. S. Mereeen, Miss G. McKinney, Mr. C. J. McKnight, Mrs. C. Grace Ozorio, Mrs. O. Patterson, Mr. E. S. Picken, Mr. J. C. Ritchie, Mr. F. de L. Reis, Mr. M. Teviotdale, Miss M. Wilke, Mr. and Mrs. V. Yvanovich, Mr. H. S. King.

CHANGES IN COMMAND OF "EMPRESS" LINERS.

As a result of the addition of two big passenger boats—the *Empress of Canada* and *Empress of China*—to the present C.P.O.S. Pacific fleet, some changes in the commands have been announced.

Capt. W. Dixon Hopcraft, R.N.R., R.D., Commander of the *Empress of Japan*, takes command of the *Empress of Russia*, in succession to Captain Robinson, R.N.R., who will proceed to England to bring out the new *Empress of Canada*.

On arrival at Yokohama of the *Empress of Japan*, Capt. Hopcraft disembarked, and the command was taken by Capt. Lovegrove, D.S.O., R.N.R., who has been Chief Officer on this boat for some years and for a couple of voyages was Staff Captain of the *Empress of Russia*.

Capt. Hopcraft was to command the *Empress of Russia* from Yokohama and Capt. Robinson was to travel on the same boat to Vancouver, *en route* to England, to take charge of the new liner.

Capt. Hoskin, commander of the *Montcalm*, has been promoted to the command of the *Empress of China*.

ON SALE

HONGKONG HANSARD, REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the session 1919.

Revised by the Members

PRICE ... $5.

DAILY PRESS

THE BLUE FUNNEL LINE.

S.S. "TEIRESIAS"

will be despatched for Shanghai, Kobe & Yokohama at Noon on MONDAY, 11th July.

Excellent first class passenger accommodation.

For further particulars apply to:—

BUTTERFIELD & SWIRE,
Agents.

1158

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

The M/S. "PERU"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS about

30th July.

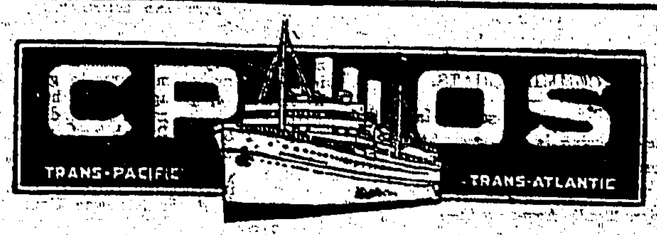
Further sailings:—

M/S. "Afrika" ... ... Aug./Sept.
M/S. "Malaya" ... ... Oct./Nov.
M/S. "Panama" ... ... December.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

[741



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (*Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 8	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
*Monteagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
*Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
Hongkong Office. Telephone 752. Cable Address GACANPAC.

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PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.

AMERICAN STEAMERS.

"ECUADOR" ... ... sailing Aug. 10th, 1921.
Apply to

PACIFIC MAIL S.S. CO.
Hotel Mansions, Hongkong.
Telephone No 141 Cable Address "SOLANO"

1929

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU

AMERICAN STEAMERS

SHANGHAI-CALCUTTA SERVICE

Freight Only

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the ce Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc. apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
s.s. "NANKING" Sept. 9th
s.s. "NILE" July 15th
s.s. "CHINA" Aug. 9th

HONGKONG to MANILA
s.s. "NANKING" Aug. 30th

HONGKONG to SINGAPORE
s.s. "NILE" Sept. 16th
s.s. "CHINA" July 22nd

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. & AGENT. No. 2161.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	July 16th,
*PERSIA MARU	2000	July 30th, at 10.30 A.M.
TAIYO MARU	22,000	Aug. 13th.
SIBERIA MARU	20,000	Aug. 27th.
TENYO MARU	22,000	Sept. 9th.
KOREA MARU	20,000	Sept. 20th.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
CHOYO MARU	—	July 26th.
GINYO MARU	16,500	Aug. 16th

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. E. GRIFFITH, LTD. 736

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To MANILA

"West Henshaw" ... ... 15th July

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

*"West Islip" ... ... 15th July.

To VANCOUVER & SEATTLE (via MANILA)

*"West Ison" ... ... 20th Aug.

* Also cargo accepted for Transhipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Vœux R. T. 3005.

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JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK...	SHANGHAI/JAPAN	14th July	18th July	JAVA
TJILEBOET ...	JAVA	16th July	20th July	JAPAN
TJILIWONG ...	JAVA	13th July	—	—

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.
York Building First Floor Telephone No. 1674. 7

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company).

HOLLAND—OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Steamers	Loading	For	Sailing on or about
"BRIELLE"	July	ROTTERDAM & HAMBURG	20th July.
"RADJA"	Aug.	AMSTERDAM & HAMBURG	15th Aug.
"TJIMANOEK"	Sept.	ROTTERDAM & HAMBURG	15th Sept.
"ALDEBAMIN"	Oct.	AMSTERDAM & HAMBURG	15th Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN,
General Agents,
Tel. No. 1674 York Building.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S.I "CELTIC PRINCE" ... ... 16th Aug., (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED,
Telephone 3165. St. George's Building
Telegrams "Furnprince."

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

P.S. "CITY OF BRISBANE"... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co., CANTON.

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

* "CITY OF NORWICH" ... ... via Suez Canal... ... 9th July

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON; REISS & CO., CANTON.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer		To Sail
SWATOW & SINGAPORE ...	"CHANGCHOW"	On 8th July,	10 A.M.
AMOY, MANILA, CEBU & ILOILO	"LINAN" ...	On 9th July,	2 P.M.
SHANGHAI ...	"KIUKIANG" ...	On 9th July,	2 P.M.
SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 10th July,	D'light.
SWATOW and BANGKOK ...	"CHUSAN" ...	On 12th July	10 A.M.
SHANGHAI & FUKOW ...	"SHANTUNG" ...	On 12th July,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 12th July,	Noon.
SWATOW and SINGAPORE ...	"HUPEH" ...	On 13th July,	10 A.M.
SHANGHAI ...	"SUNNING" ...	On 14th July,	Noon.
SHANGHAI & TSINGTAO ...	"SUIYANG" ...	On 16th July,	4 P.M.
SHANGHAI & FUKOW ...	"SINKIANG" ...	On 19th July,	Noon.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 36. BUTTERFIELD & SWIRE,
Agents.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	July 8th, at 1 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	July 12th, at 1 P.M.
"HAILOONG"	Capt. W. Couper	FRIDAY,	July 15th, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

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P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	8th July	Singapore, Colombo, & Bombay
"SYRIA"	7,000	27th July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"MANELA"	7,200	19th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp
"KHYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"SOMALI"	7,000	30th Sept.	Marseilles, London & Antwerp
"SOUDAN"	6,700	14th Oct.	Marseilles, London & Antwerp
"SARDINIA"	6,600	28th Oct.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORRILLA"	5,200	14th July.	Calcutta via S'pore P'ang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	25th July	Sandakan, Thursday Island
"ST. ALBANS"	4,500	22nd Aug	Townsville, Brisbane,
"EASTERN"	4,000	19th Sept	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,700	9th July, 6 A.M.	Amoy, Shanghai & Kobe,
"KALYAN"	9,000	12th July, Noon	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office upto Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Vœux Road Central, HONGKONG. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ARGUN MARU" ... ... Friday, 15th July

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"INDUS MARU" ... ... Wednesday, 13th July.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service
"KISHU MARU" ... ... Monday, 1st Aug

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
* "ARABIA MARU" ... ... Saturday, 9th July
* "ARIZONA MARU" ... ... Wednesday, 20th July.
* Omit Dairen

NEW YORK via PANAMA—Regular monthly service, via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAVANA MARU" ... ... Thursday, 14th July.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe direct.
JAVA MARU"... ... ... Sunday, 10th July

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class sale on passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"KAIJO MARU" ... ... Sunday, 10th July.

TAKAO via SWATOW & AMOY
"SOSHU MARU"... ... ... Thursday, 14th July

For sailing dates and further particulars please apply to—

Y. YASAUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745 [30

AUSTRALIAN ORIENTAL LINE

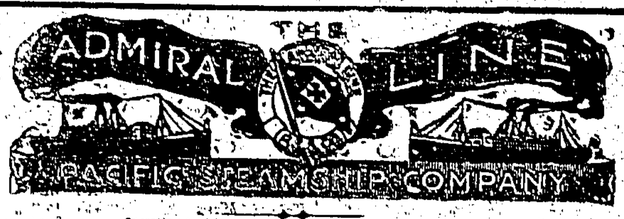
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	11th July	14th July, 3 P.M.

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE Agents. [88



Operating the following U.S. Shipping Board Steamers.

FOR

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

	From Hongkong	Arrive Seattle
S.S. "WHEATLAND MONTANA"	July 29th	—
S.S. "SILVER STATE" ...	Aug. 13th	Sept. 2nd.
S.S. "CROSSKEYS" ...	Aug. 15th	—
S.S. "KEYSTONE STATE" ...	Sept. 2nd	Sept. 22nd.
S.S. "WENATCHEE"	Oct. 2nd	Oct. 22nd.

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S. "COAXET" ... ... July 22nd.

FOR MANILA

(Calling at Shanghai, Kobe, Yokohama & Portland)

S.S. "MONTAGUE" ... ... Aug. 7th.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA" ... ... Sailing July 14th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

S.S. "LAKE ONAWA" ... ... Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONE 2477 & 2478. | PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "BELLFLOWER" ... TO NEW YORK ... July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC..

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS, 5TH FLOOR HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS"	20,000	On or about 18th July.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"PORTHOS"	20,000	During 2nd part of Aug.
	"CORDILLERE"	10,000	During 1st part of Sept.
	"ANDRE LEBON"	22,000	During 1st part of Oct.
	"ATLANTIQUE"	12,000	During 2nd part of Oct.
	"PAUL LE JAT"	20,000	During 1nd part of Nov.

For full particulars regarding sailings, etc., apply to—

H. RODENFUSER,
Acting Agent,
Queen's Building

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" Aug. 20th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
913, Connaught Road, Central

99 Tel. 3307

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Shanghai	*Dilwara*	8th inst.
Japan	*Totomi Maru* ...	9th inst.
Shanghai	*Shantung*	9th inst.
Straits	*Tamba Maru* ...	11th inst.
Straits	*Kalyan*	11th inst.

OUTWARD MAILS.

For	Per	Date.
Shanghai, N.China, and Japan	*Mishima Maru* ...	Friday, 8th, 9.00 A M
*Swatow, *Straits and *Bangkok	*Changchow* ...	Friday, 8th, 9.00 A M
Weihaiwei, Chefoo and Tientsin	*Chinshing* ...	Friday, 8th, 9.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES	*Kaga Maru*	Friday 8th, Registration 8.45 A M, Letters ... 9.30 A M
Java Ports via Batavia...	*Tilbodas*	Friday, 8th, 11.00 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Friday, 8th, Noon
Shanghai and North China	*Kwanglee* ...	Friday, 8th, 2.00 P M
Shanghai and North China	*Glenluce*	Friday, 8th, 3.00 P M
Philippine Islands	*Loongsang* ...	Friday, 8th, 4.00 P M
Keelung	*Hosei Maru* ...	Friday, 8th, 4.00 P M
Hoihow and Haiphong	*Yue Ying Wah* ...	Friday, 8th, 5.00 P M
Amoy, *Shanghai *North China, and *Japan	*Gregory Apcar* ...	Friday, 8th, 5.00 P M
Shanghai, North China, Japan *Canada, *United States, *Central and *South America and *EUROPE via VICTORIA, B.C.	*Arabia Maru*	Friday, 8th, Registration 5.00 P M, Saturday, 9th, Letters — 8.30 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkodi, Bombay and Aden ...	*Dilwara*...	Saturday, 9th, 9.30 A M
Philippine Is., *Straits, *Bangkok & *Egypt	*Taketoyo Maru* ...	Saturday, 9th, 11.00 A M
Shanghai and N. China...	*Kiukiang*	Saturday, 9th, 1.00 P M
Amoy and *Philippine Islands	*Liman*	Saturday, 9th, 1.00 P M
Shanghai and North China	*Yingchow*	Saturday, 9th, 5.00 P M
*Swatow *Shanghai and *North China ...	*Choysang* ...	Saturday, 9th, 5.00 P M
Straits, *Bangkok, *Egypt and *EUROPE via LIVERPOOL	*Eurydamas* ...	Saturday, 9th, 5.00 P M
Swatow, Amoy and Keelung	*Kaijo Maru* ...	Sunday, 10th, 9.00 A M
Shanghai, North China and Japan ...	*Kumsang* ...	Sunday, 10th, 9.00 A M
Shanghai and North China	*Hopsang*	Monday, 11th, 11.00 A M
Hoihow and Haiphong	*Lokzang*	Monday, 11th, 5.00 P M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"LAOMEDON"	12TH JULY	London, Antwerp & Hamburg.
"MENTOR"	19TH JULY	London, Amsterdam & Antwerp.
"TEUCER"	11TH AUG.	London, Rotterdam & Hamburg.
"TEIRESIAS"	16TH AUG.	London, Amsterdam & Antwerp.
"ATREUS"	30TH AUG.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS)

"EURYDAMAS"	10TH JULY	Genoa, Barcelona & Liverpool.
"YANGTSZE"	16TH JULY	M'lles, Havre, L'pool & G'gow.
AGAMENNON"	26TH JULY	Liverpool & Glasgow.
"EURYPYLUS"	5TH AUG.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PROTESILAUS"	3RD AUG	Victoria, Seattle & Vancouver.
IXION	24TH AUG	
TALTHYBIUS"	14TH SEPT.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"HELENUS"	6TH AUG.	via Suez.

HOMEWARD PASSENGER SERVICE

"MENTOR"	19TH JULY	for London
"TEIRESIAS"	16TH AUG.	for London.
"ASCANIUS"	7TH SEPT.	for Liverpool.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

Capital ... ... U.S. $4,000,000
Surplus and Undivided Profits ... ... U.S. $1,489,000

HEAD OFFICE: NEW YORK. BRANCH: SAN FRANCISCO.

Head Office for the Orient,
SHANGHAI.

BRANCHES:
CANTON HANKOW MANILA TIENTSIN
CHANGSHA PEKING SINGAPORE

D. M. BIGGAR,
Manager.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.71	29.76	29.81
Temperature ...	81	81	84
Humidity ...	83	78	72
Wind Direction	East	ESE	SE
" Force	4	4	4
Weather ...	odq	oq	oq
Rain	0.95	—	0.58

Highest open-air Temperature on 6th ...83
Lowest open-air Temperature on 7th ...80

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. CHANG LY,
Manager.

Hongkong, July 7th, 1919. [30

COMMERCIAL

OPENING QUOTATIONS.

July 7th

ON LONDON.—	
Telegraphic Transfer	2/7¼
Bank Bills, on demand	2/7⅛
Bank Bills, at 20 days sight	—
Bank Bills, at 4 months' sight	2/7¼
Credits, at 4 months' sight	2/8⅛
Documentary Bills, 4 months' sight	2/8⅛
ON PARIS.—	
Bank Bills, on demand	606
Credits, 4 months' sight	665
ON NEW YORK.—	
Bank Bills, on demand	49⅝
Credits, at 60 days' sight	51⅛
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	206
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	206
ON SHANGHAI.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	102
ON MANILA.—On demand—Pesos	106
ON SINGAPORE.—On demand	112½
ON BATAVIA—On demand	149½
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand	80½
SOVEREIGNS, Bank's Buying Rate	$ 7.45 n.
GOLD LEAF 100 fine, per tael	$49.60
BAR SILVER per oz.	36⅛d.

	Per cent.
Hongkong ...10 cents piece	$0.03 Premium.
Hongkong 20 "	0.15 Discount.
Canton ...20 "	15.60 "
Canton ...10 "	0.00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £2,500,000
Silver $31,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. EDKINS, Esq.—Chairman.
G. M. DODWELL, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Parr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
A. O. Lang Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.
Acting Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, June 23rd, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,600,000
Reserve Liability of Proprietors ...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [50

BANQUE INDUSTRIELLE DE CHINE.
FRENCH BANK.)

Subscribed Capital	Frs.	150,000,000
Paid Up Capital	F.	75,000,000
Reserve Funds	F.	60,000,000
Deposits	F.	885,000,000

The Chinese Government Owns one-third of the Capital.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Batavia.		

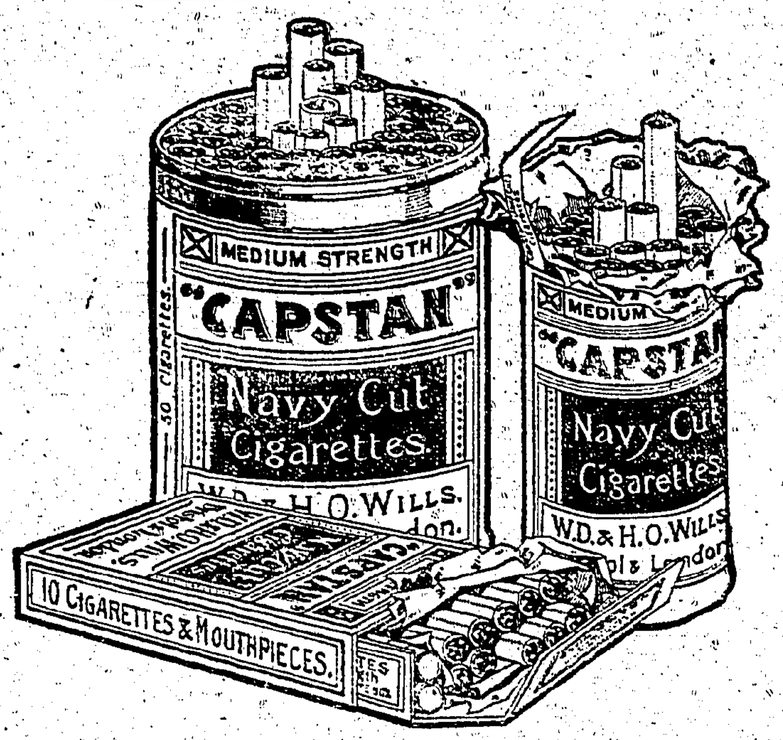
BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French Exchange.

M. MONTARGIS,
Manager.

Hongkong January 20th, 1921 56



EVERY VIRGINIA LEAF

used in the manufacture of

CAPSTAN

CIGARETTES

is Selected and blended by Specialists, skilled in the art of their Profession.

SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital...	£1,050,000
Reserve Fund	£1,100,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

THE BANK OF TAIWAN.
Limited.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 45,000,000
Reserve Funds	" 9,630,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Voeux Road Central,
Hongkong, September 1st, 1920. [41

BANQUE DE L'INDO-CHINE.
(FRENCH BANK).

HEAD OFFICE: 15bis Rue Laffitte, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, November 1st, 1920. 66

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	7,796,023.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE PEI,
Manager.

Hongkong, February 7th, 1921. 73

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Buildings, Hongkong.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. HOLUM.
Asst. Manager... ...Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.
Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent. and 5 per cent. per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. [119

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.
Established 1918.

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	500,000.00

DIRECTORS:
Mr. POKE WAI TSZE, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Fung Ping Shan,	Mr. Wong Yue Tsze,
Mr. P. K. Kwok,	Mr. Chan Ching Shai,
Mr. Ng Chung Lak,	Mr. Kan Chit Nam.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

Agents Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum, on Savings Account Fourper cent. per annum, and on Fixed Deposits at the following rates:—
For 6 months at the rate of 3½ per annum.
For 9 months at the rate of 4½ per annum.
For 12 months at the rate of 5½ per annum.

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. 91

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